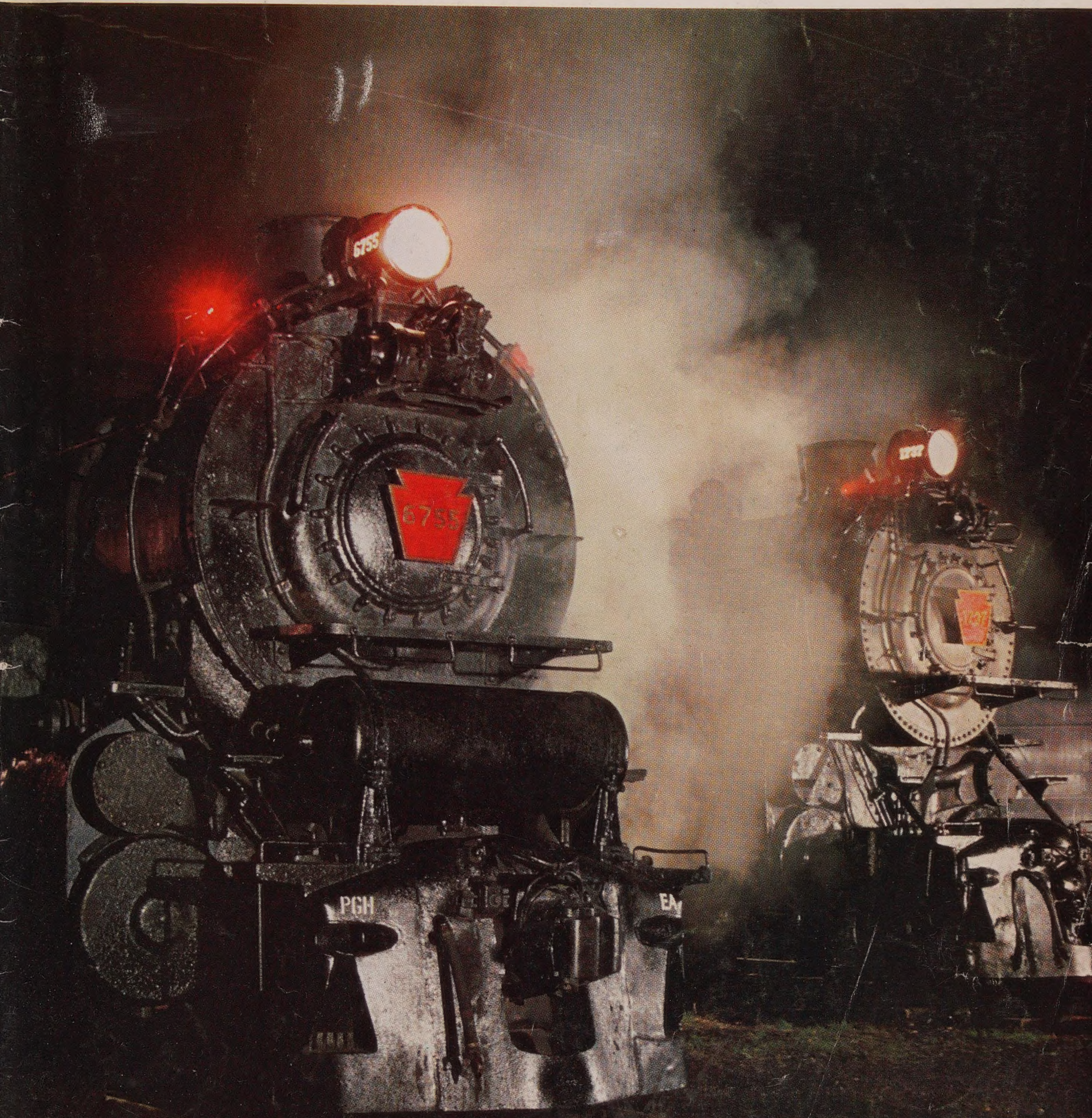
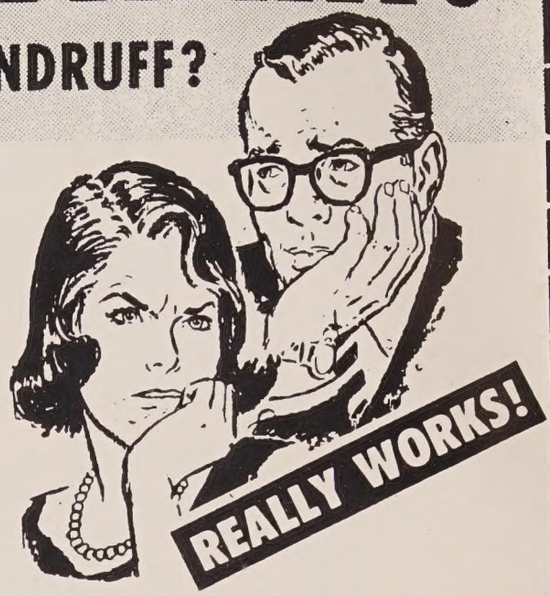
RAILROAD

JULY, 1968 MAGAZINE FIFTY CENTS



LOSING YOUR HAIR?

HAIR RECEDING? SCALP ITCH? DANDRUFF?



Read About This AMAZING MEDICAL DISCOVERY That Offers New Proven Help for Baldness!

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VITACRIN works . . . helps stop excessive hair loss from many causes. An exciting new formula compounded to combat the scalp and hair problems of both men and women. VITACRIN, a combination of clinically tested, medically proven ingredients that in just seconds a day stimulate and medicate the scalp. Possibly never before a product as effective as VITACRIN. It's a medical doctor's discovery.

WHY DO WE LOSE OUR HAIR?

There are many causes and if you recognize the symptoms you can check it. VITACRIN does check the symptoms that cause excessive loss of hair. The American Medical Association states: "The chemical found in natural hair oils, known as Squalene, is a depilatory." (Depilatories are chemicals that remove hair.)

VITACRIN does keep excessive oiliness under control. This is just one of the causes for losing our hair. Besides various illnesses and physical injuries to the hair. VITACRIN helps to check excessive dryness of the hair, which often causes the hair to break off. VITACRIN sweeps away layers of dead skin which stifle hair growth. Penetrates deeply into the hair follicles themselves, removes waste tissue . . . aiding revitalization, stimulates the hair follicles so that they may grow hair again if the follicle is still alive. Thinning hair, dandruff, itchy scalp, scales, crusts often relieved quickly. Checks bacteria that often cause more stubborn cases of dandruff that stifle hair growth. VITACRIN helps your hair to "breathe" . . . gives a refreshing tingle that tells you it's working at once.

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READ THESE WORDS OF HELP AND HOPE FROM JUST A FEW OF THE MANY, MANY SATISFIED VITACRIN ENTHUSIASTS and then take advantage of our trial size offer:

"I want to tell you how delighted I am with VITACRIN, hair stopped falling." Mrs. D.C.T., Forest Grove, Montana.

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"I have been using VITACRIN for about 5 weeks, I am completely satisfied new hair coming in." Mr. A.A., Clairton, Pennsylvania.

"Thank you for your wonderful product VITACRIN. Within one week my hair stopped falling, my scalp felt clean and stopped itching, after two weeks my hair began to look thicker and just about all the dandruff disappeared." Mr. R.A.B., Sulphur, Louisiana.

Above are voluntary statements, completely documented.

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 83, No. 3 JULY, 1968 50 CENTS

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Editor

SY REICH
Technical Editor

ROGER ARCARA
Assistant Editor

BARBARA KREIMER
Information Booth

STEVE MAGUIRE
Transit Topics

JOSEPH EASLEY
Illustrator

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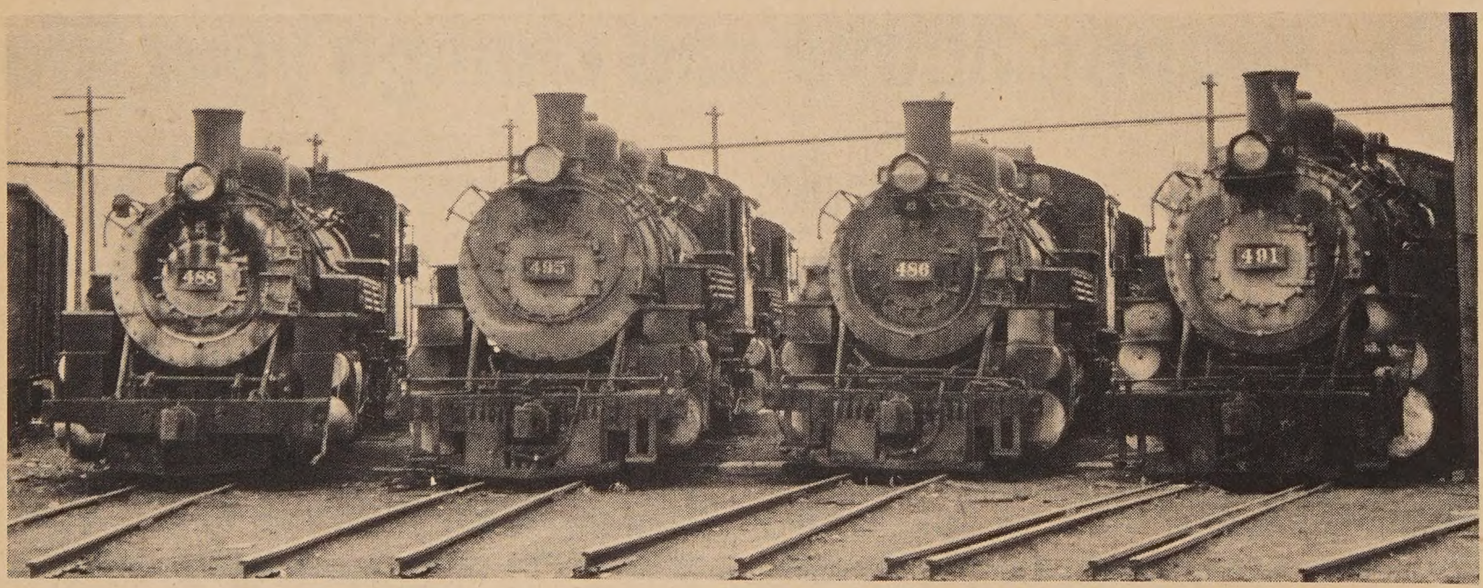
Denver & Rio Grande Western narrow-gage 2-8-2's (left to right) 488, 495, 486, and 401 face turntable at the old engine terminal, Alamosa, Colorado. Behind them, unseen here, were more 2-8-2's: 482, 489, and 494. All were out of service, temporarily or forever, when Louis Saillard of Route 1, Box-C-8, Hammond, La., made the photo a few months ago.



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THOMAS HARRAGAN, *Associate Publisher*
EARL UMPENHOUR, *Production Manager*
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Bill Ruhnke, 27, was a warehouseman when he started Universal's program for success. Soon he was an Accident Investigator at **"an immediate 40% increase in salary." Now he's a supervisor in St. Louis.**

John Dubreuil, 20, Landover, Maryland, reports, **"A 25% increase, plus $125 a month car allowance."**

Ray Furr, 27, writes about his Accident Investigation job in San Antonio: **"My salary is $100 a month more than my last job and this is only the start. I should double my old salary in one year. This is the result of Universal's course and recommendation—a wonderful job."**

Dick Baden, 26, former truck driver from Napoleon, Ohio: **"Fine salary, expense account, a car, many other benefits. I highly recommend Universal."**

These are just a few of hundreds of men who have stepped into professional careers with the help of Universal. Obviously, men with some college or related experience have an advantage, **but the fact remains that 8 out of 10 men trained and placed by Universal had neither.**

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THE MAIL CAR

where editors and readers meet

FRONT cover this month, recalling bright memories of Pennsy steam, was made jointly by Michael A. Eagleson (former Erie-Lackawanna operator), 286 Washington St., Glen Ridge, N.J. 07028, and Howard W. Serig (employed in C&O-B&O marketing research), 3205 Guilford Ave., Baltimore, Md. 21208. The Sierra Railroad picture used on our May cover showed No. 3, as we stated, but was not photographed by Mac Owen. The shot was taken at Standard, Calif., last Nov. 2nd by Gary C. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205. Engine was working in a Universal Cities Studios film, *A Man Called Gannon,* and took two roles, one with her own number, the other as No. 8. ●

PERSONALITIES. Because Mrs. Lynda Bird Robb, the President's daughter, and a woman companion were eating double-decked butterscotch ice cream cones on a San Francisco cable car the other day and refused to throw them away, conductor Machel Bell ordered them off the car. Later, he said: "I didn't know who they were, but it seemed to me that other passengers brushing by couldn't help getting ice cream on them, so I suggested that the two women take the next car. Both were very nice about it."

A collection of 428 switch keys from different roads is owned by a Penn Central locomotive engineer, Ralph W. Hull, who is president of the Williams Grove Steam Engine Association, Inc., P.O. Box 322, New Cumberland, Pa. 17070.

Dick Murdock's article on Benicia depot (May issue) recalled pleasant memories to Bill Knapke (see page 43), 3831 E. Flower Ave., Tucson, Ariz. 85716. "First time I passed through there," he writes, "was as a soldier en route to the Philippines for Spanish-American War service. Later, after hiring out to the Southern Pacific, I took my wife on a trip East, both ways via Benicia. I have an old snapshot of her standing on a car-ferry deck as we crossed Carquinez Strait."

Back in 1913, Joe Sundt, 2212 Silver Ave. S.E., Albuquerque, N.M., went firing for the Santa Fe over Glorietta hill. "Those were the days of the chain-operated, double-door 1600's," he says. "I shoveled 25 to 35 tons of coal per trip. As fireman and engineer I was on intimate terms with hand-fired coal-burners, stokers, oilburners, and diesels. Best of all I loved the 2900-class steam passenger engines with four pairs of 80-inch drivers. They *talked*; the diesels just growled." His last run on the eastbound *Chief* in 1963 ended his 54-year rail career.

"For the past 10 years," writes W. Hope Tilley, 3701 Speedway, Austin, Texas 78705, "I have been traveling around the country making railroad movies, spending about $24,000 on rail fares and $8,000 on Pullman space."

Leo O. Heller began working on the Colorado Midland in 1901 as engine wiper for $1.75 — not for an hour but for a 12-hour day! Leo (now at 212 E. First Ave., Cheyenne, Wyo.) reminisces: "I worked many a 36-hour shift for only straight time. Thirty days paid $52.50 in gold coin, all except the 50 cents, of course. In 1904 I was advanced to yard fireman (at $3 for a 12-hour day). Then I went on the road extra fireman's list and at 19 had a regular passenger turn. I was promoted in 1912, retired in 1956." ●

ASIDE from the public, it seems that practically nobody wants high-speed trains. Most carriers couldn't care less. They want freight, of course, but constantly seek excuses to drop passenger trains. As for Congress, its record on improving rail service is less than good. This year it refused to finance the worthwhile experiments on auto-carrying trains between Washington and Florida.

Illinois Central is advertising its willingness to remain in the passenger business. In ads published in newspapers along IC routes, Paul H. Reistrup, passenger service vice president, says both humans and computers are being used to determine how best to attract riders to short, long, and medium-distance trains and commuter runs. "The ultimate fate of rail passenger service, of course, rests with the riding public," he states. "As far as this railroad is concerned, inertia and disinterest will not be a part of that decision."

We honor the Penn Central for its part in financing the high-speed Northeast Corridor project — which is still being held up by technological difficulties. Also, Penn Central has increased from 19 to 23 the number of commuter trains arriving at Grand Central Terminal, New York, five mornings a week between 6:25 and 9:55.

But even the semi-passenger-minded Penn Central included the following blunt admission in a recent position to the ICC: "Today's traveler makes a choice between the faster service provided by the jet plane, the greater convenience and flexibility of his personal automobile, or the economy of the bus. The train is either too slow or too expensive and therefore is not considered."

In answer to this petition, the ICC authorized the demise of four Penn Central passenger trains that were running between Chicago, St. Louis, and points in Illinois and Indiana. The files of a Federal agency, the Office of High-Speed Ground Transportation, are bulging with letters from would-be riders who not only want fast train service but point out it is long overdue.

"The Federal Government needs to rethink its transportation priorities," editorializes *The Wall Street Journal.* "Thus it has recently put some $500 million into highway construction in northern New Jersey, whence thousands of workers drive daily to New York City. At the same time, the Government's total annual spending for mass transit improvements nationwide is about $200 million. Certainly it takes no economic genius to figure out that Washington could use a more balanced approach to transportation."

The head of the nation's high-speed program, Dr. Robert Nelson, is not giving up hope for the auto-train project. He says the Government is "negotiating with private industry" for $4 million to keep it alive.

Will the money come from the railroads? No, Dr. Nelson said. He indicated the railroads prefer to use investment capital to improve their major revenue producer, the freight service. He said, however, that railroad equipment-makers may be willing to put up enough money to keep the project going.

Starting June 1st, Canadian National offers special low fares, with generous discounts ranging up to 10 percent. for families and all persons under 21 desiring to tour Canada by train. ●

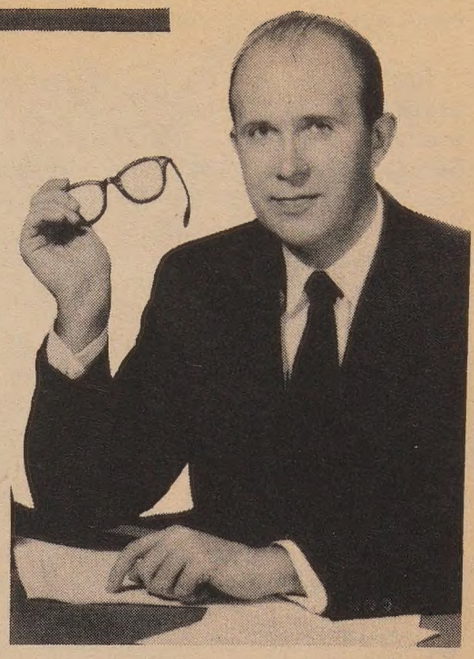
BREVITIES. Photo of a Fostoria, Ohio, crossing (May issue) reminded Roland E. Benton, 3303 Ormond Ave., Cincinnati, Ohio 45220, that when steam was still in vogue he stood there for an hour and 45 minutes on a New York Central train headed for Cleveland because a bell on a Chesapeake & Ohio freight had fallen off the engine, hit the bank of the cut, and rolled under the C&O train, cutting it in three places by breaking the air hoses.

Although our fiction stories are written by railroad men, Dean Ogle (Great Northern operator), 209-325 Ash St., New Westminster, B.C., Canada, found a mistake in "Boomer Fireman," by loco engineer Homer Keith (April issue, page 29). He comments: "What the hell kind of railroader would keep right on going after seeing an order board go red? Anyone running a red order is fired damned fast, especially if he winds

How to Speak and Write Like a College Graduate

"It's easy," says Don Bolander...

"and you don't have to go back to school!"



"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed in front of friends or the people you work with, because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. For almost twenty years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Poor English weakens your self-confidence — handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question *But wouldn't I have to go back to school to gain a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home — in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question *Does it really work?*

Answer Yes, beyond question. In my files there are thousands of letters, case histories and testimonials from people who have used the Career Institute Method to achieve amazing success in their business and personal lives.

Question *Who are some of these people?*

Answer Almost anyone you can think of. The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method is used by business men and women, typists and secretaries, teachers, industrial workers, clerks, ministers and public speakers, housewives, sales people, accountants, foremen, writers, foreign-born citizens, government and military personnel, retired people, and many others.

Question *How long will it take me to gain the ability to speak and write like a college graduate, using the Career Institute Method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How can I find out more about the Career Institute Method?*

Answer I will gladly mail you a free 32-page booklet.

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To receive a free copy of the 32-page booklet, HOW TO GAIN A COMMAND OF GOOD ENGLISH, *just mail the coupon below. The booklet explains how the Career Institute Method works and how you can gain the ability to speak and write like a college graduate quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, Dept. 388, 555 E. Lange St., Mundelein, Illinois 60060. No salesmen will call.*

DON BOLANDER, Career Institute, **Dept. 388, 555 E. Lange St., Mundelein, Illinois 60060**

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up in a cornfield meet. That glaring error spoiled an otherwise good story."

Retired Jersey Central passenger coach 1109 in serviceable condition is available for lease or sale. Built by Standard Steel in 1924, seating capacity 78, painted powder blue. For details, blueprint, and photo send $1 to T. Edward Lipani (Penn Central deck-hand), 430 68th St., Brooklyn, N.Y. 11220.

Train Boy, one of the 118 fiction books for children written by Horatio Alger, Jr., between 1867 and 1921 (total of over 100 million copies sold!), has just been reprinted as a paperback by Buttorff Publishing Co., P.O. Box 5211, Louisville, Ky. 40205. It has 208 pages of good paper, 5x7½", and sells for $1.35 postpaid. ●

BOB FUSON'S article, "Route of the Fire-Bulls" (June issue), evokes these comments from Philip L. Vaudrey, 1410 Chicago St., Evanston, Ill. 60201:

"While at Merida, Yucatan, last March I was permitted to photograph in and around La Plancha roundhouse and shops. Engr. Mejia is in charge there. I found 13 steam locos standing in the roundhouse and 4 more in a scrap line outside. The only one of the 13 still being used occasionally is No. 352 (pictured on page 19 of June issue). Her builder's plate says she was repaired at Oaxaca shops in 1945. Nowadays she works only when no diesel is available for switching, but recently she pulled an inspection train to Progreso.

"Of special interest in the roundhouse were 4-4-0's 251 (narrow gage) and 350 and 351 (both standard gage). The 351 (Baldwin, 1887) is kept in first-class condition. While I was there she received a new red cab top, something she'd never had before. The railroad hopes to run her on special excursions and then sell her to a museum or private owner. She is handsome in gleaming black paint with silver lettering and red number plate.

"Also in the roundhouse is No. 353, a standard-gage Mogul (Baldwin, 1922) which once pulled a campaign train for Franklin D. Roosevelt on the Yosemite Railway in California. Railfans wishing to see the Yucatan steamers had better hurry. Engr. Mejia says the roundhouse will probably be closed and demolished in a few months." ●

NEWS ITEMS. Two big-window observation cars, the *Hickory Creek* and the *Sandy Creek*, which were on the *20th Century Limited* from 1948 till the train was discontinued last December, have been sold by Penn Central to the Ringling Bros. and Barnum & Bailey Circus, together with half a dozen other former New York Central bedroom cars. These replace some old converted U.S. Army hospital cars which "The Greatest Show on Earth" had been using on its train.

Grand Trunk Westen's new microwave transmission system has just gone into operation. Its first telephone call was made between the railroad's downtown offices and its Blue Island yard. Microwave allows telephone and teletype messages to travel over wide distances without the use of wires.

Grumman Aircraft Engineering Corp., of Bethpage, N.Y., bought a 49-foot snowplow from the Rock Island and converted it for "on-land" movement of its submarine P-15. The flatbed car is used in positioning the Grumman-built craft from dockside to the firm's test and maintenance facility at West Palm Beach, Fla.

Every bridge on every major railroad in the U.S. is fully inspected at least once a year and about half of the nation's Class 1 roads inspect their bridges from two to six times annually. This info. comes from a bridge committee appointed last January by Thomas M. Goodfellow, president of the Association of American Railroads.

The ICC has authorized the Lake Champlain & Moriah to abandon all 6.6 miles of its lines in northern New York. The road, which had one locomotive, 32 freight cars, and a caboose, operates between Port Henry and Minesville, serving only a Republic Steel Corp. plant which was said no longer to need its service.

Highway construction in upstate New York will spare historic Five Arch bridge on Rte. 39 near Avon. Built in 1859 to carry Rochester & Genesee Valley trains between Rochester and Mt. Morris, it served later for trolleys, but the rails were abandoned in 1934.

A new 11,000-mile system emerged April 1st when Norfolk & Western took over the Erie-Lackawanna. This is believed to be the first corporate merger *ordered* (not just authorized) by ICC. The E-L had sought the merger; N&W had opposed it. Involved are some 45,000 employes, 2,138 diesel locomotives, and about 241,000 freight cars.

Some readers may be surprised to learn that diesel locos, like oldtime steamers, occasionally start fires. The other day, for example, sparks from an E-L diesel ignited grass at Alden, N.Y., causing a fire that damaged a feed warehouse and threatened other buildings.

The Burlington's daytime *Nebraska Zephyr*, which originally had a dining car, then food and beverage vending machines, now has a snack car instead. An attendant prepares hot meals and serves them on trays to passengers at their seats, airline fashion.

Unique accident occurred the other day. A Seaboard Coast Line freight train loaded with explosives ran away when its brakes failed at Wilmington, N.C., rolled off a dock, and smashed into a seagoing tanker!

Northern Pacific is building a 54.7-mile branch in central Washington from Mesa westward to Mattawa to tap fruit and grain industries opened up by a Columbia River irrigation development, reports Wade B. Hall of Seattle. ●

COMPLAINT from a retired passenger conductor Fred Davis, 68 S. 30th St., Newark, Ohio: "The U.S. Supreme Court once ruled that if a railroad company is not at fault when an employe is injured while on duty it will not have to pay him compensation for injury. Back in 1955 I was permanently disabled while at work for the Baltimore & Ohio. A motor truck caused the accident. The B&O claim agent said he'd file suit against the truck owner and include my claim in it. Later, I learned that this could not be done, and the claim agent told me not to consult an attorney for 3 years.

"So I had the Legal Aid Department of the Brotherhood of Railroad Trainmen file a suit for compensation. Four months later that department abruptly backed out of the case without an explanation. Then I hired an attorney to file a suit. After hearing evidence, the court threw out my case, citing the Supreme Court ruling, and I never got a cent of compensation for injuries.

"At the time of the accident, we were operating at a speed of 70 mph as per special timetable instructions within yard limits where rule 93 prevailed. The company had in effect two conflicting rules that the ICC had approved. I wrote to the ICC and was told the matter lay beyond their scope. But when a new timetable went into effect the special instructions were omitted, and they have never been in a B&O timetable since. Will readers of *Railroad Magazine* please comment?" ●

OVERSEAS. Eire's railway system has withdrawn all brake vans (cabooses) from service; trainmen now ride in loco cabs.

Japanese National Railways are to build a 2,400-mile inter-city network to cut travel time sharply. Tokyo and Sapporo, for instance, will be covered in 5 hours, 50 minutes, as against the present 19 hours, 25 minutes. Aside from that, the number of trains operating on the fast New Tokaido line has gone up from four to six.

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Who can beat this record of W. Watt, retired driver (locomotive engineer) on the British Railways, 19 Belah Rd., Carlisle, Scotland? His father and five sons were drivers while his sister worked in Kingsmoor loco depot. Counting all relatives in railway jobs, total service is over 1,300 years!

Seeking more American travel dollars, Europe's railways are not only speeding up trains and improving passenger service but have put into effect new Eurailpass rates: $110 for 21-day unlimited first-class rail travel throughout Europe, $40 for one month, $180 for two months, and $210 for three months. Children between four and ten, half fare; under four, free.

"Mid-Europe, especially Czechoslovakia and Yugoslavia, still use much steam power," writes Paul Bryan, Patrubangasse 9-4-8-24, Vienna X, 1100, Austria. "Here in Vienna 2-10-0's and 4-6-2T's are making lots of smoke and steam. Trolleys run also."

If you want to buy an abandoned railway station in West Germany, there are about 50 to pick from, reports Bundesbahn headquarters in Bonn. ●

PASSENGER-TRAIN survey by Cleland B. Wyllie (June issue) drew this comment from E. Jay Quinby, founder and honorary president of Electric Railroaders' Association, 30 Blackburn Road, Summit, N.J. 07901:

"From Atlanta to Cincinnati, the Southern's main line extends almost due north via Chattanooga. Today, the passenger who has the courage to ride the once plush *Royal Palm* must be somewhat of a Spartan. Gone are Pullman service, the diner, and the club car. People who still patronize that once-great train now ride in a single coach tied to a string of head-end baggage, mail, and express cars, hauled by one diesel.

"Moreover, the *Royal Palm's* run has been trimmed back at both ends. It no longer continues northward beyond Cincinnati to Chicago, and now penetrates the Southland no farther than Atlanta, instead of going on to Miami. Through passengers must depend upon connecting trains of other lines; so wise ones take the 'good' train which runs every other day right through between Miami and Chicago. But if you have to make the trip between Miami and Cincinnati on the 'off' day, you'd better be prepared to rough it. And when the crew offers you a chance to order a box lunch upon leaving Chattanooga it is advisable to sign up for the same at $1.75. At no station along that 8-hour ride could you catch so much as a snack from a slot-machine!

"But the Southern's freight service is a different story. Probably no railroad in the country offers better facilities to the shipper, and that modernized line has become very busy. Formerly double-tracked, this route is now essentially a single-track equipped with CTC. Unusually long freight trains roar over it both ways, powered by diesels equipped with multiple-unit radio control. To avoid undue strain on drawbars, part of the motive power is on the head end and part is cut in about two-thirds of the way toward the rear. The engineer on the head end controls all the train's locomotives through a system of radio-robot devices. No crew rides the 'helper' locos further back. Instead, coupled to them is a radio car in which transistor circuits respond to the demands of the engineer up forward — often a mile away! Electric connection between the radio car and the 'slave' locos is simply a conventional jumper cable such as the kind used for multiple-unit control between any two diesels. However, the leading locomotive carries a special transmitter device to relay the engineer's manipulation of power and brake handles to the remote locos.

"On a 200-car train, the 'helper' or 'slave' locos would be coupled in about 66 cars from the rear. The Southern's new diesel-electrics have alternators instead of direct current generators, driven by the diesel engines; and a bank of silicon rectifiers promotes direct current for the traction motors. This innovation was adopted when increased power-output requirements began to introduce clearance problems.

"Vertical clearances on this busy main line have been greatly increased to accommodate such big loads as three-tier automobile cars and piggyback trucks. At great expense, some short tunnels have been daylighted, while others have been enlarged or replaced by completely new high-clearance tunnels alongside the old bores. Much straightening out of crooked track has been done, and freight schedules have been speeded up.

"On a recent trip over the line from Chattanooga to Cincinnati aboard the single coach of the *Royal Palm,* I was stuck on a siding for a long time as a southbound freight approached. When it finally showed up, I heard its engineer blow the conventional one long and two short blasts on his whistle, which our engineer acknowledged with two short and one long blasts. This, of course, I recognized as the announcement and confirmation that the approaching freight was being followed by another section. Sure enough, as it shot by, I glimpsed the two bright green flags on its leading locomotive. Accordingly, I became mildly concerned when our train began pulling out onto the single-track main line immediately after this first section had cleared the switch. I told the conductor what I had just seen and heard.

" 'Take it easy,' he reassured me. 'We have orders to meet the second section farther up the line. He's running late.'

"Everything was under proper control, it seems, by an unseen dispatcher manipulating the modern CTC. But our venerable flagman, who appeared to be pushing retirement, commented dryly: 'We had a fine double-track railroad here, but they've torn it all to pieces for this CTC system. Now we jest set and wait most of the time. This ain't like the old *Royal Palm.*' " ●

UNION STATION in Washington, D.C., is being turned into a National Visitors' Center. After signing legislation to that effect, President Johnson said the center "will assure that in the future, visitors to Washington will be given a proper welcome" and will contribute to making the city one of "beauty and warmth and hospitality."

Washington Terminal Co., which operates the 60-year-old station, will spend up to $16 million for alterations and construction of a multi-tiered garage for 4000 cars above the tracks. The garage will have a heliport on its roof and a new, modern station will be built next door. The facility will then be leased to the Government. ●

A REVIEW of train accidents since 1960 shows progressively worsening trends in the numbers of accidents and the deaths and damage they cause. According to Joe O'Connell, Jr., chairman of National Transportation Safety Board, derailments (as opposed to collisions)—the single most important cause of train accidents—increased 66.5 per cent from 1961 to 1966. He urges the Federal Railroad Administration to place greater emphasis on accident investigations and to increase inspections of railroads that have a very large number of accidents. ●

TRACKSIDE grave on the Burlington in an isolated spot on the prairie near Scottsbluff, Neb., is decked with flowers. Under that marker a courageous pioneer woman is sleeping out eternity. She died on a wagon trek to the West. Originally, her grave was marked only by the rusted iron tire of a wagon wheel, with this epitaph: "Rebecca Winters, age 50 years." Railroad surveyors who found it in 1899 altered tracklaying plans to bypass it.

Mrs. Winters died, probably of cholera, during the winter of 1851-52 as she traveled along the Oregon Trail with family en route to Salt Lake City. Her descendants still live in Utah. More recently, a marker was erected on the site and the area fenced. The railroad drilled a well to provide water for the grass and flowers planted by employes. In 1964, the grave was declared a National Historic Monument, but Burlington section workers still keep it fresh and neat. ●

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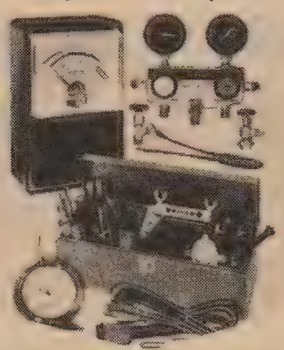

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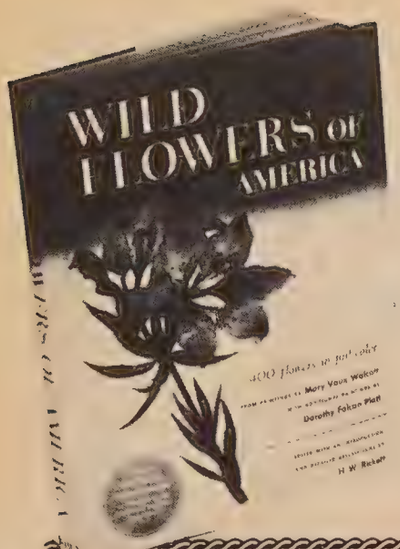

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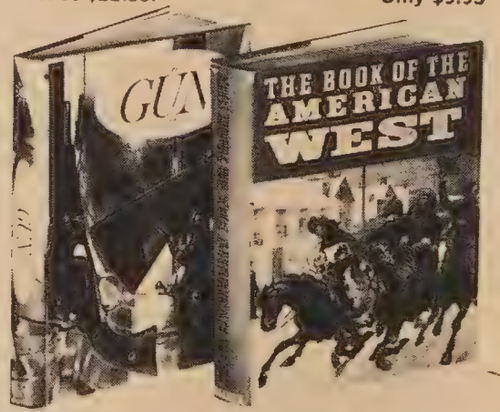

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PHOTOS OF THE MONTH

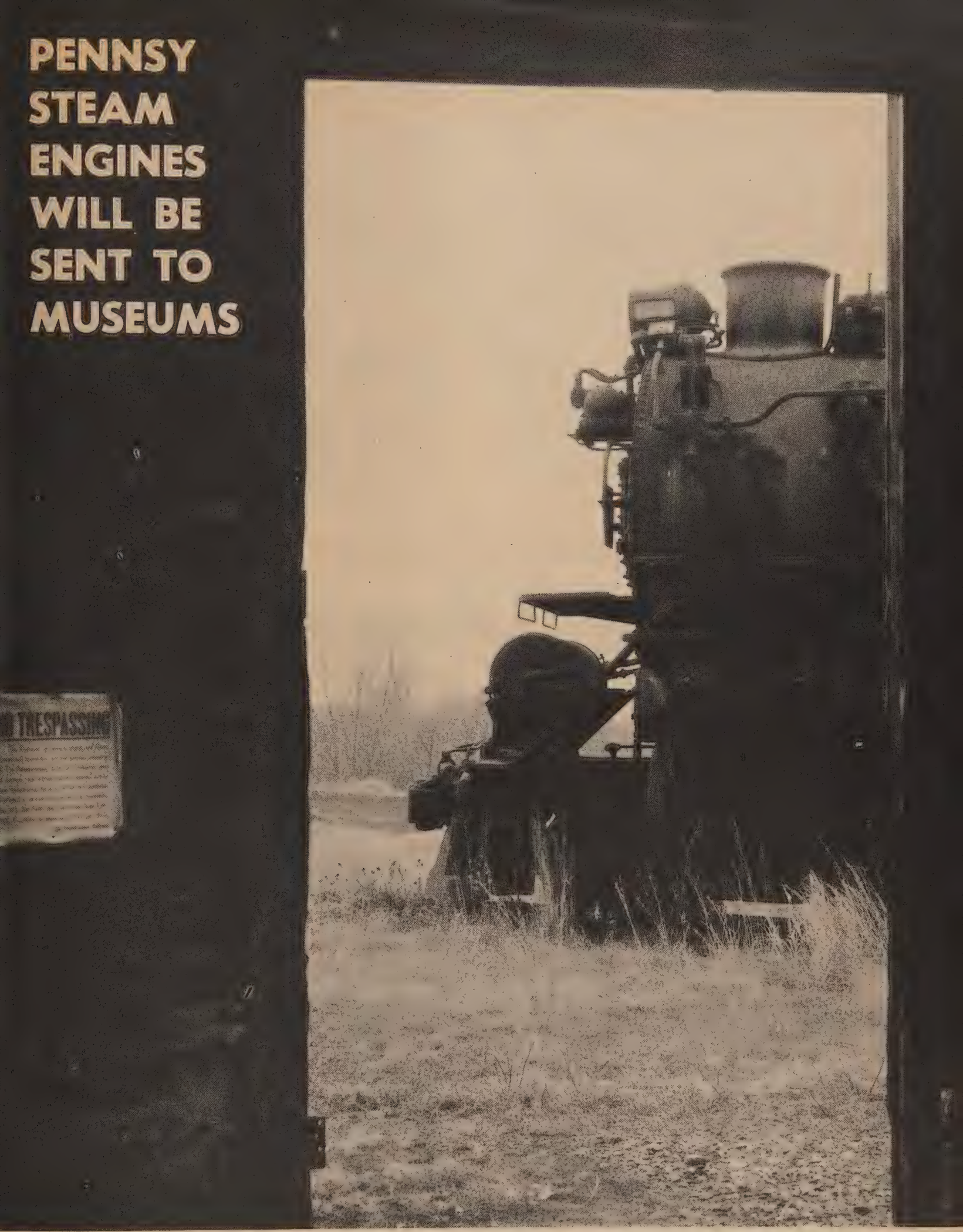
Two of the fourteen granite eagles which used to grace New York's Pennsylvania Station, now gone, have come home to roost. Statuary from the old edifice was donated far and wide while razing was under way. Four of the eagles now decorate Philadelphia's Market Street Bridge, near the PRR 30th Street Station, as shown in our April, 1967, issue. Here, one of the eagles brought back to Seventh Ave., New York, winks appreciatively at Reina Baum, who inspects his stark new pedestal in front of the sports arena and office building which replaced Penn Station.

C. H. Caruthers photo, collection of Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa.

Baltimore & Ohio No. 160, a ten-wheeler built to Ross Winans's "Camel" design, was used as switcher long after her prime.

Kangaroo inspects new narrow-gage railroad encircling Brookfield Zoo, west of Chicago, which has 2½ miles of track and five special switches supplied by Bethlehem Steel Corp. Replacing an older, smaller system, the line began operation recently with six new 28-seater cars; two old coalburning steamers, 2-8-0 and 4-6-0; and a replica of a Burlington diesel switcher.

PENNSY STEAM ENGINES WILL BE SENT TO MUSEUMS



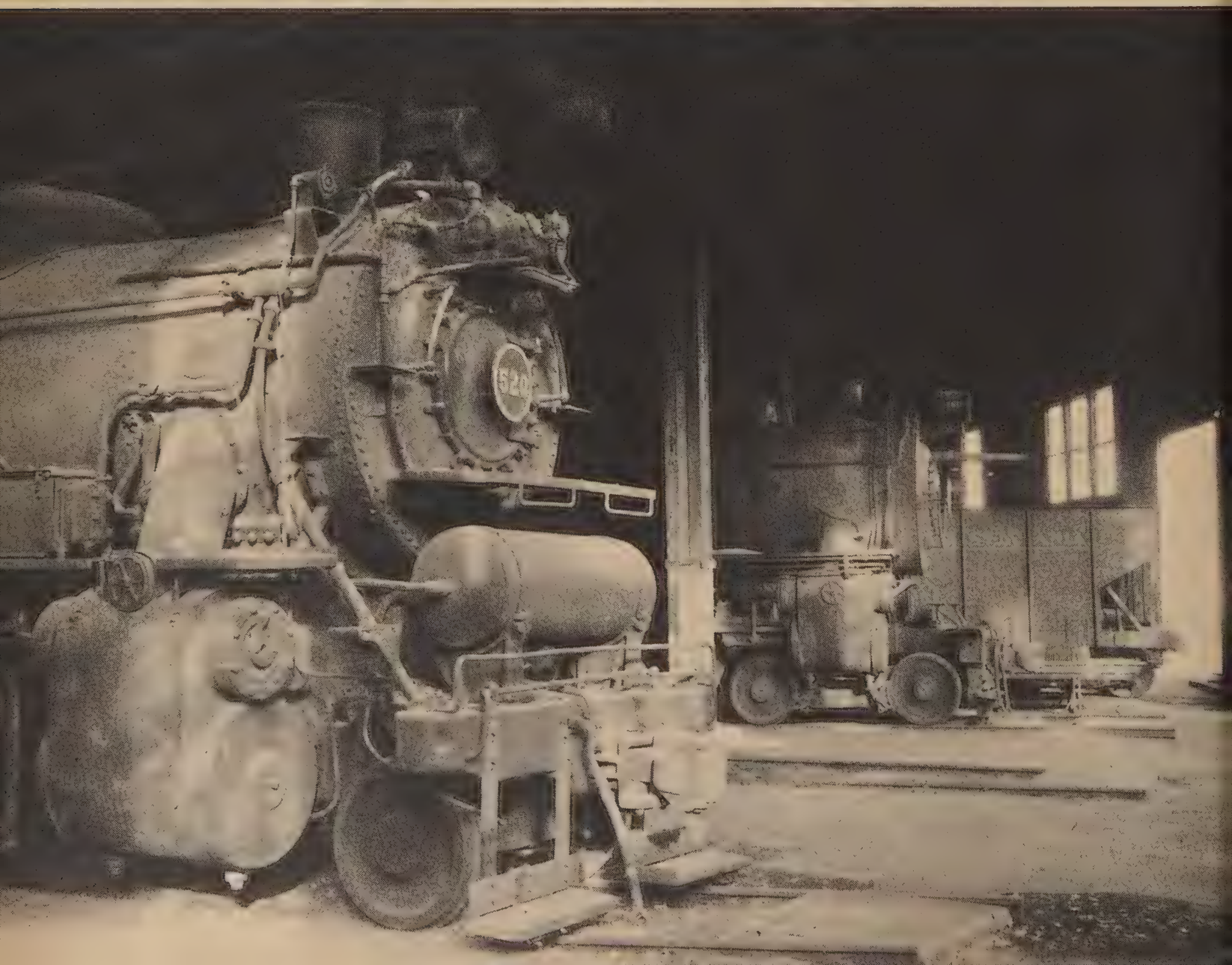
Pennsylvania Railroad 6755, class M-1B Mountain type, sits forlornly outdoors at Northumberland, awaiting a better future.
Photograph by Michael A. Eagleson, 286 Washington St., Glen Ridge, N.J.

All photos on this page by Michael A. Eagleson

No. 7688 (H-10), one of three PRR 2-8-0's now at Northumberland, the others being 1187 (H-3) and 2846 (H-6sb).

No. 94, a 4-wheel switcher, class A-5s, with 8-wheel tender.

Locos shown above are stored indoors, as are (below) 2-8-2 No. 520 and 4-4-2 No. 460, the *Lindbergh Special* engine.

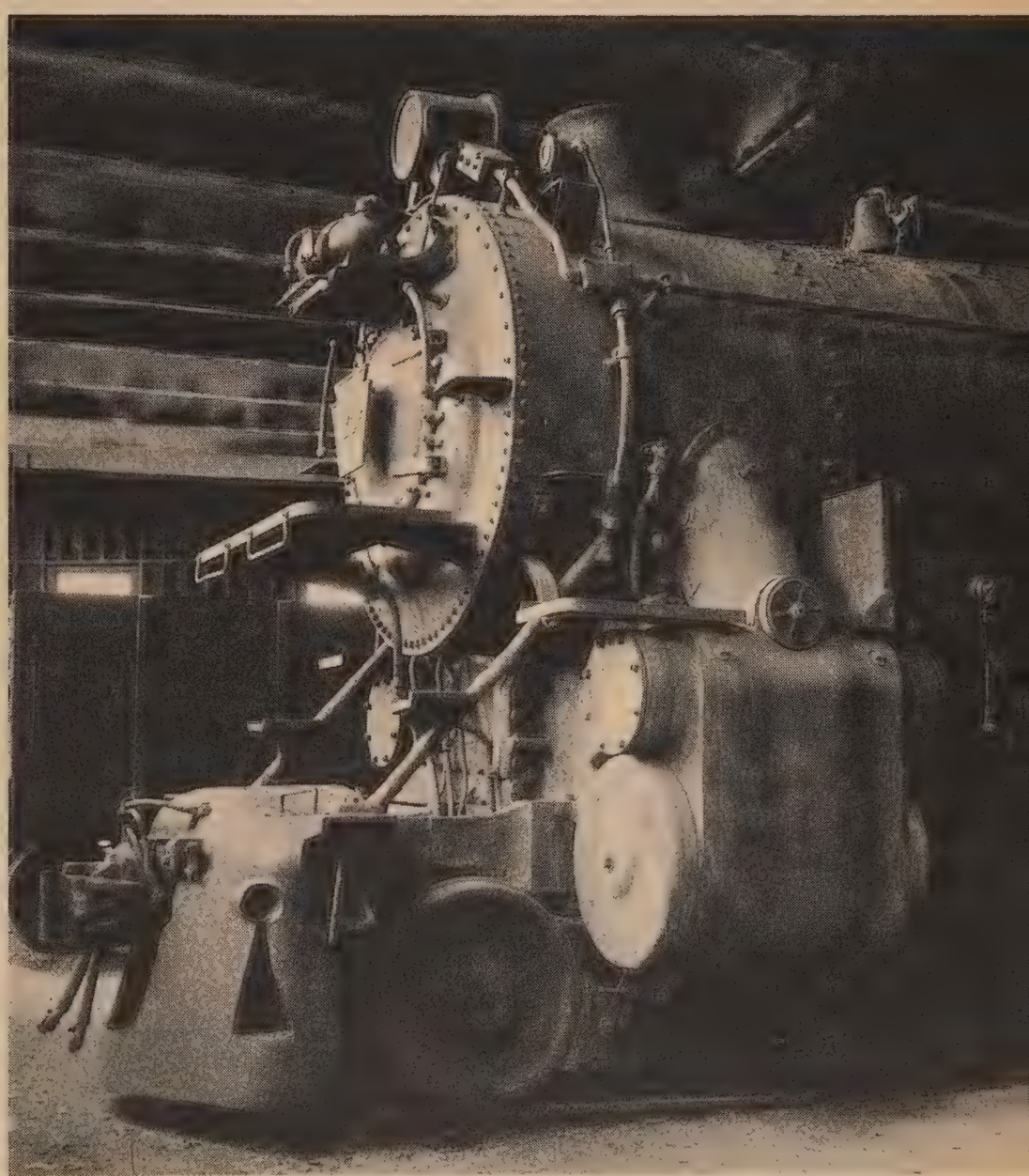


Mikado type 520, class L-1s, was stored outdoors for a while, as this photo taken by W. Neil some time ago shows.

LITTLE known except among railfans are the old locomotives and cars kept until now by the Pennsylvania Railroad. Most of these relics of the Age of Steam have been stored in the roundhouse at Northumberland, Pa., which has never been opened to the public, nor has the collection been widely publicized. Several students of railway history and others have been able to obtain permission to inspect the collection, but relatively few photographs have been allowed.

In recent years, Pennsy management showed little interest in these artifacts of its eventful past, and the Penn-Central merger has caused no perceptible change. In fairness, it must be observed that the stock has been kept under guard and mostly under cover, though some builder's plates and other items have been stolen, and the weather has adversely affected some of the locos stored outdoors.

Thoughtfully, Penn Central has chosen to place the engines and cars in museums, rather than scrapping them. No. 1223, the 4-4-0 class D-16sb, and four old coaches are leased to Strasburg Rail Road, where they operate. An early steamer and coach have been given to the Smithsonian Institution, a narrow-gauge loco to the Washington & Waynesburg, and No. 4483, the 2-10-0 class I-1sa, to Westinghouse Air Brake Co., which displays her near East Pittsburgh. Of the 12 locos remaining, most are intended for the new Pennsylvania State Railroad Museum at Strasburg and the National Museum of Transport at St. Louis, Mo. The *Reuben Wells,* an 0-10-0 used years ago on a six percent grade in Indiana, will be presented to the Indianapolis Children's Museum.

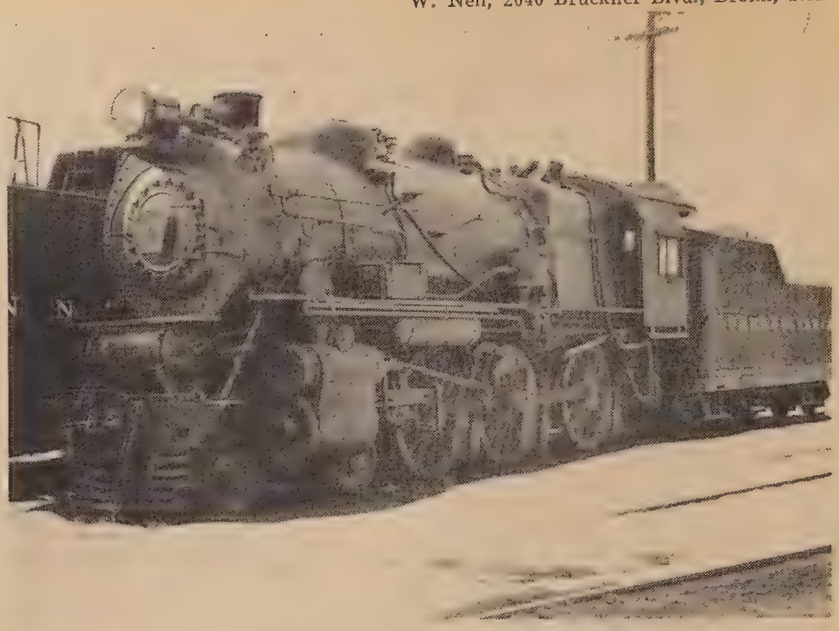


Much-modified front of No. 3750, which masquerades as 1737, the original K-4.
Photograph by Michael A. Eagleson

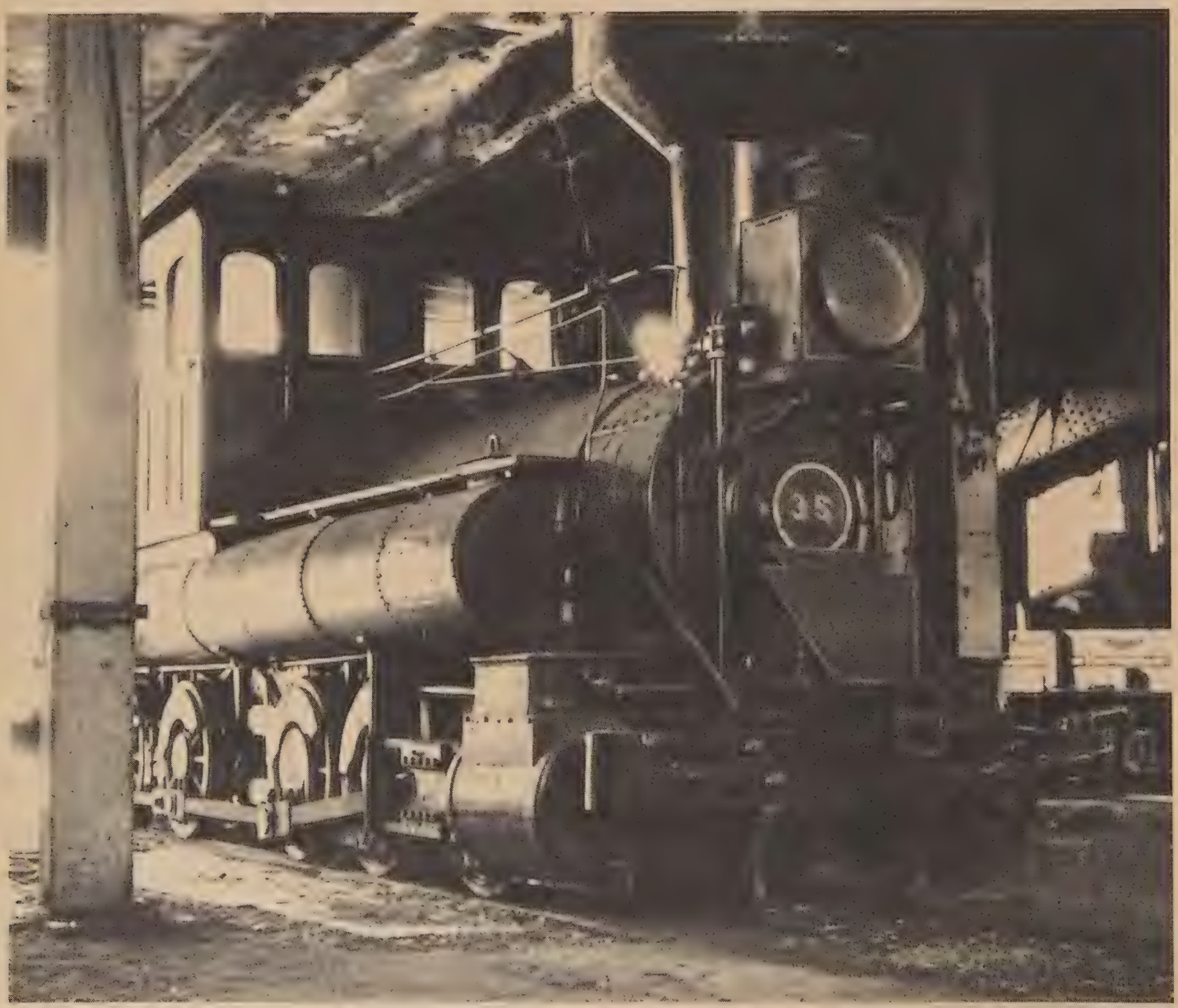
Photograph by W. Neil

Wooden baggage car is one of several old cars saved by PRR. Four wooden coaches are leased to the Strasburg Rail Road at Strasburg, Pa.

W. Neil, 2040 Bruckner Blvd., Bronx, N.Y.

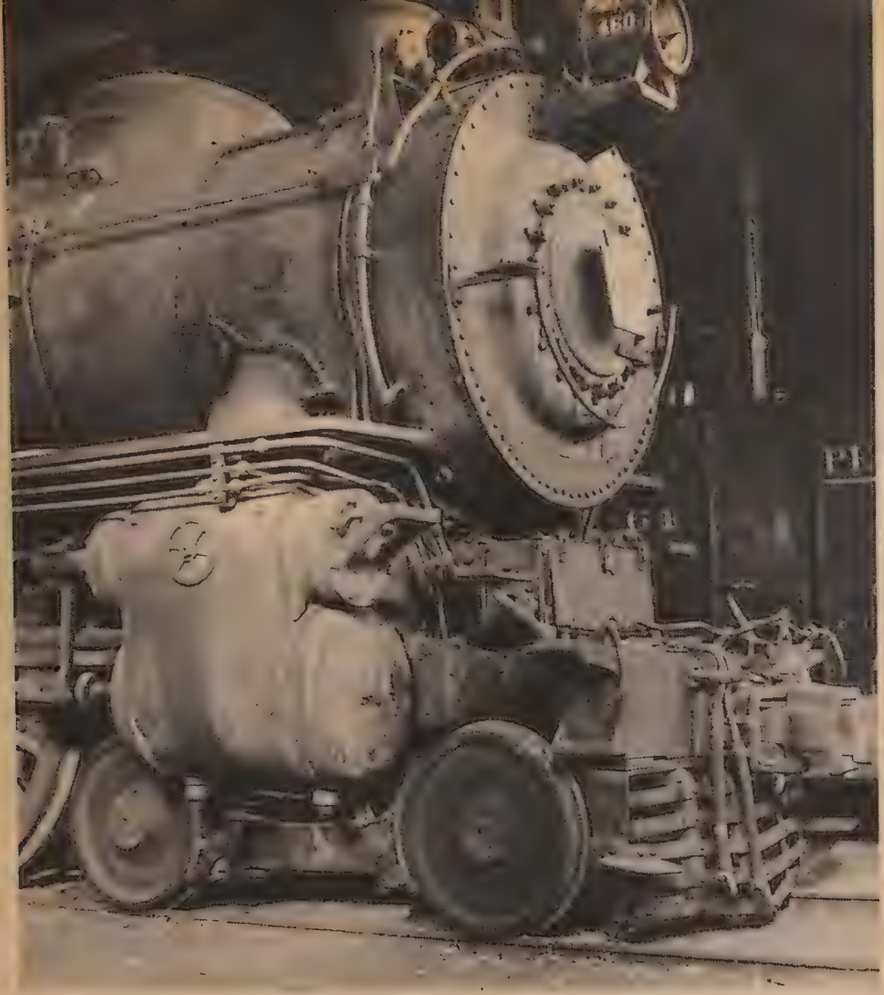


No. 5741, Class G-5s, one of the heavy 4-6-0 commuter engines.



Historic *Reuben Wells*, a century-old mountain-battler used on a grade in Indiana, will go to Indianapolis Children's Museum.

Photograph by W. Neil



Atlantic type 460, class E-6s, drew the *Lindbergh Special* on June 11, 1927, from Washington to Manhattan Transfer in just under 3 hours, carrying newsreel films of Lindbergh's reception which were developed en route in a baggage car, and beating competitors using aeroplanes.

Photograph by Michael A. Eagleson

Photograph by W. Neil

K-4s No. 3750 wears identification of No. 1737, first loco of this famous 4-6-2 class. The original 1737 had been sent to Northumberland, but deteriorated so badly that she was scrapped. No. 3750 became her understudy. (Bottom) Dramatic shot simulating real 1737 when she was in service.

Photograph by Michael A. Eagleson and Howard W. Serig

A crew member of the Burlington's first Zephyr recalls the

FLYING START OF THE STREAMLINER ERA

by T. Wayne Wigton

Crowds milled about at 5 a.m. on May 26, 1934, as the Burlington *Zephyr* underwent last-minute repair prior to leaving Denver. Five minutes later it left; a new era began.

A NEW CONCEPT in train design, the Burlington *Zephyr* of 1934, was not only the first practical streamliner in America but was also the first to be diesel-powered. To publicize it in a big way, Ralph Budd, then president of the Chicago, Burlington & Quincy Railroad (but no relation to Edward G. Budd, whose company built the *Zephyr*), authorized a fast, non-stop, dawn-to-dusk run of the new train from Denver to the "Wings of a Century" exhibit at the Century of Progress Exposition in Chicago. Adding to the fanfare, he decided to have a radio station aboard for communication with Chicago en route—that's where I came in.

Although I was only 17 years old, I was employed in the car-building shops at Aurora, Illinois, and had been a licensed radio amateur since age 11. Being a radio "ham" in those days was quite a distinction. President Budd heard about my serious hobby and added me to the crew for the epochal run, making 72 aboard, nearly all railroad men. Only three members of the original crew, I believe, survive today. As it happened, the idea of using radio for mobile communication worked out perfectly and permitted the exchange of messages throughout the trip.

T. Wayne Wigton, now general superintendent of communications, stands before Eola antenna of the CB&Q microwave radio system.

While the spectacular run was in the planning stage, numerous officials met to discuss the proposed schedule and the preparation and precautions needed to insure, so far as humanly possible, a safe as well as fast journey. The Engineering Department and maintenance engineers studied a profile of the route, accurately established the degree of each curve, checked and rechecked the elevations, and made changes wherever necessary to accommodate comfortably and safely the speed at which the train would run, calculated on scientific tests.

Charts were drawn to show the permissible rate of speed at every location where a reduction of velocity was called for. The charts were then checked against timetable rates of speed by superintendents, chief dispatchers, bridge engineers, maintenance engineers, general superintendents, and the superintendent of safety, and had to be approved by a vice president. Each conductor, road foreman, motor operator, and maintenance engineer was given a copy of the speed chart for information and guidance on the trip.

But that wasn't all. Various CB&Q officials conferred personally with the mayors, police chiefs, and other municipal authorities along the route, requesting their co-operation in safeguarding the movement over all highway and street crossings and through city and village limits.

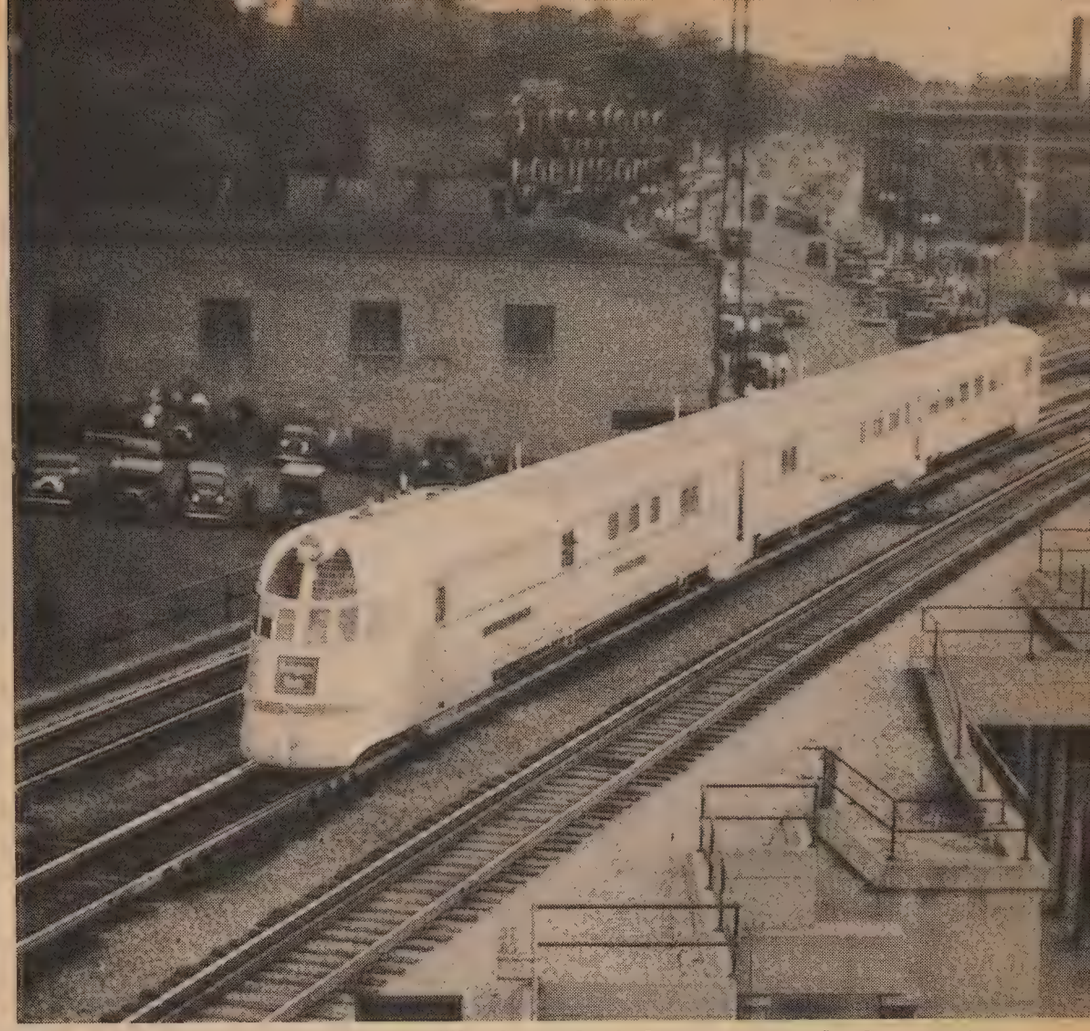
Furthermore, inspection trips were made over each operating division by the chief special agent, the superintendent of safety, the division superintendent, master carpenters, and roadmasters. These officials then instructed section foremen, bridge and building foremen, and the laborers in their gangs, also yardmasters, yardmen, engine and train crews, clerks, and other employes and officers as to planned methods of protecting every private and public crossing from Denver to Chicago.

Two flagmen were to be stationed at

each of the 1,070 public crossings and one flagman at each of the 619 private crossings to safeguard pedestrians and vehicles a sufficient time before the *Zephyr's* passage.

Signal engineers also made a trip covering the full distance and conferred with each signal supervisor, maintainer, and towerman. Territory was assigned so there would be a supervisor or a maintainer at every interlocking plant along the way. No train movement through or over interlocked territory was to be permitted for a certain time prior to the *Zephyr's* transit.

Besides all that, the Burlington requested and obtained the co-operation of connecting and crossing railroads to insure safe, unimpeded movement through junctions and track crossings. Throughout the run, the *Zephyr's* moment of passage was to be noted by telegraph operators and dispatchers and sent immediately to the Chicago office, so those concerned with the operation could be kept informed of the streamliner's progress. The superintendent and the chief dispatcher of each operating division were to remain in the dispatcher's office during the time the train was moving across their division, to check on it and advise local dispatchers.



The *Zephyr* sped through Aurora, Ill., the author's home town, early that evening of May 26, 1934, half an hour from the end of its record-breaking run.

WHAT of the train for whose run these elaborate and extensive preparations were made? The *Zephyr* was born of a desire to attract passengers back to the railroads. The rising popularity of the automobile during the prosperous 1920's had cost the railroads many passengers, and the Depression of the early 1930's had precluded optimism for any significant increase in travel. Something was needed to lure passengers, something which would offer comforts made available by new technology, speed then unknown even in air travel, and economy made possible by the use of lightweight cars.

The problem of providing such a train was taken up by the Edward G. Budd Manufacturing Co., of Philadelphia, which had just developed a process for welding stainless steel while preserving its strength and resistance to corrosion. The "shotweld" process, combined with the possibilities of stainless steel's strength, led to the building of cars of essentially tubular design. The floor, roof, and sides were all load-bearing members carrying their own weight, instead of having a separate underframe to support a body built on top of it. The idea was not new, but the materials used were, and the cars could be made strong yet light.

Because the train was intended for sustained high-speed operation, even on curves, a low center of gravity was essential. So an articulated design was chosen, in which each end of each car rested on a truck shared with the adjacent car, the truck itself forming the coupling, and the cars were thus slung between the trucks rather than over them.

The limited space within the lead car available for a power plant made a compact engine necessary; hence the development of a diesel engine and dynamo suited to the purpose. The cab was at the front of the power car, with the power plant just behind it, and a mail section at the rear. The second car contained a baggage compartment and a dining area, as well as 20 seats. The third car had 40 seats and a "bullet-end" observation compartment.

In 1938 a fourth car, similar to the second but without the baggage compartment, was added. So successful did the train become and so well was it regarded that its style was used for more such trains, all given the *Zephyr* appellation with a prefix. The original train then became the *Pioneer Zephyr*.

The speed record between Denver and Chicago had been established on February 15, 1897, when Henry J. Mayham, of Denver, returned to that city from a trip to New York by means of a special Burlington train made up for him at Chicago. Speeding to the bedside of his dying son, he had ordered the special while yet one hour from Chicago, and it was waiting for him when he stepped off the train from New York. It carried him the 1,025 from Chicago to Denver in 18 hours, 53 minutes, for an average speed of 54.2 mph. Though his son died while he was en route, he was most grateful for the Burlington's efforts. Nine steam locomotives and seven crews had to be used. Twenty stops were made en route for engine-changes, fuel, and water.

NOW the Burlington wanted to top that record with a non-stop run, scheduled for May 26, 1934. Before it left, train orders for the entire trip had been delivered to the engineer and conductor, and to the road foreman of each division. Each dispatcher checked to see that no order was delivered en route to cover an emergency situation not known before the start of the run. Had it become necessary to deliver such an order, the engineer, conductor, and road foreman in charge of the division concerned would have informed a station beforehand so speed could be re-

Wigton as he was in 1937, three years after manning the radio on the *Zephyr*.

duced sufficiently to pick up an order from the hoop safely.

Two days before the run, I had left my home in Aurora, where I had set up my amateur radio station for communication with the *Zephyr* while it was en route. I took the *Aristocrat Limited* from Chicago to Denver, probably appearing as a kind of "pack rat," since I was lugging radio equipment for the *Zephyr*, besides my baggage. At Denver on the 25th, I set up the mobile radio apparatus in the rear section of the power car, where table space had been provided. Across from the table was our mascot, a Rocky Mountain mule, appropriately named Zeph, provided by the Denver Chamber of Commerce and our officials. The bewildered mule stood in a wooden crate.

Though we were scheduled to leave Denver at 4 a.m. on May 26th, we encountered some difficulty with a traction-motor bearing and actually pulled out at 5:05. Hurrying to make up time, we got up to high speed in short order. The track eastbound out of Denver heads downhill, and we were running, I believe, at about 120 mph. when we negotiated a curve at this unaccustomed speed. Poor Zeph fell over, crate and all, landing in my lap.

Nevertheless, it was a wonderful trip all the way to Chicago. Because of the advance publicity, the public was out in force as we passed through each town along the way. I well remember seeing small, private airplanes flying only a few hundred feet above, trying to keep up with us for at least part of the way. But our train was faster, and they sometimes cut across curves in our route, trying to overtake us.

All during the run, a maintenance engineer stood beside the *Zephyr's* operator to check the speed restrictions from the schedule superimposed on the profile and to keep him informed in advance of the location so speed could be regulated to meet the requirements. Jack Ford, road foreman of engines, was the engineer. It must have given him quite a thrill to operate the train with the attention of the nation focused on it. Because of the extensive and precise plans made beforehand, the whole trip went smoothly. On a couple of occasions we had to slow down almost to a stop because of mechanical problems, but made corrections in time to let us proceed without interruption.

The 1,015-mile run (shortened since 1897 by curve-elimination) was completed in 13 hrs., 5 mins., at an average speed of 77.6 mph.

That evening, the *Zephyr* officially opened the second exhibit year of the Chicago world's fair, running directly to the "Wings of a Century" railroad display. A day later it embarked on a nation-wide tour, and returned to the fair after about a month. There it remained on exhibit, along with the Union Pacific M-10,000 streamliner, for the duration of the fair, and many a visitor came away with a new and favorable impression of railroading.

My own memories of that trip are still fresh. Since January, 1955, I have been the general superintendent of communications for the entire 11,000-mile Burlington system, but I am still an active radio amateur and still hold my original call sign, W9FGN, which I used on the *Zephyr* that day 34 years ago, as well as my present call sign, W9UA. I look back on the dawn-to-dusk run as one of the most memorable occasions in my life. Another source of

CB&Q president Wm. J. Quinn (left) presents HO-scale model of the *Zephyr* to Jack Ford, engineer on the 1934 speed run, shortly before Ford's death last December 19th at the age of 91.

pride is the fact that the CB&Q has named a microwave relay station in Wisconsin after me, Wigton. Aside from that, I have invented a new type of railroad car retarder and I hold the U.S. patent on it, dated 1965.

Jack Ford, who became the nation's first diesel streamliner engineer by sitting at the controls of the *Zephyr* on its maiden trip, died in my home city of Aurora last December 19th at the age of 91. He won an enduring place in transportation history by helping to usher in the Streamliner Era, and he lived to see the original *Zephyr* retired to a place of honor at Chicago's Museum of Science and Industry after a quarter-century of service—probably more successful than its planners expected. ●

Marguerite Cotsworth Clark, who "christened" the *Zephyr* at the start of its famous dash in 1934, is shown with Jack Ford, its engineer, in the *Zephyr* in 1964.

Before the Engines Were Pooled

True tale by Gilbert A. Lathrop

SOMEONE wants to know if the long-stemmed oil can was the most significant thing in a steam engineer's life. No, my friend, it wasn't. The average hogger liked to use the oiler on valve gear, journals, and crossheads, but even above the oiler he placed in order of importance his seniority, or "whiskers;" his engine, especially if his name was painted on the cab, and finally his toolbox. If married, he probably put his wife somewhere near the tail end of his list of preferences.

Whiskers meant a lot to the old-timer, determining what run he'd get, whether batting empties around a yard, jogging over a weed-grown branch, or highballing passengers along the main stem. Such items related to his prestige and the little glittering piles of gold and silver currency he picked up in the pay-car every month it rolled over his division.

Seniority also determined what kind of iron horse he'd get and how much drag he had with the roundhouse foreman who was responsible for keeping her in prime condition. Back in the era of which I write, a throttle-jerker with impressive whiskers practically owned the old girl assigned to him exclusively. Her care and feeding were, to him, a matter of major concern. Many a time I heard an engineer froth at the mouth because his 4-6-0, Consolidation, or what-have-you had been left outside the roundhouse overnight when all the stalls were occupied. Among the multitudinous duties of his fireman, or "tallowpot," was keeping the locomotive clean, glistening, and well supplied with coal, water, sand, and lubrication.

You identified a hogger by his engine number. He and the tallowpot formed a team that, as a rule, was broken only by a big fight, the fireman's promotion to the right side, or sickness, retirement, or death. The man at the throttle was absolute monarch from the rear of his tender to the tip of his pilot, or cowcatcher. His word was law. And he really loved his engine. You could tell that from watching him climb down from the cab with his elongated oiler and start going over the running gear, almost caressing the side-rod pins, moving the crosshead a trifle, and tapping a side-rod a little tighter with his ball-pein hammer.

Which reminds me of a peppery little man named George Arterberry. That was in 1914, shortly after I had begun work as engine watchman in the Denver & Rio Grande narrow-gage roundhouse at Gunnison, Colorado. Mr. Arterberry's old girl was ten-wheeler No. 172, a trim, 25-ton passenger-hauler. We all knew that he had her jacked up on blocks to keep weight off the spring hangers and springs.

"It makes her ride a mite rough," he explained, "but I take the jolting through my knees. If a spring or hanger should break, the mud ring wouldn't be cut by a back driver."

That week I was working nights. I had gone over my engines carrying a flaring torch instead of a signal oil hand lantern, thus smoking the green-enameled cab of the 172. I learned later that when Mr. Arterberry went into the roundhouse next morning and saw the smudge he threw a fit. He threatened bodily harm to "the damn halfwit who got into my cab with an oil torch" and turned me in to the foreman. The following night I got a nasty letter. It said that if I ever again used a torch while looking over an engine I'd be discharged.

So I didn't feel too kindly toward Mr. Arterberry. Even before that, something else had happened. The 172 had been held in the roundhouse for minor repairs and he was temporarily given the 175, a sister to his blessed 4-6-0, which so enraged the ornery old coot that he would have laid off for the day had be known in time about the deal.

Anyhow, it took two of us to tote his heavy toolbox from one pilot to the other. That box seemed to be filled with enough junk to build a new ten-wheeler. His passenger run left Gunnison every third morning at 10:45 and the little engineer arrived at the roundhouse promptly at 8, to putter around his engine until leaving time. The day hostler ran the 175 around the horn to the spur at La Veta Hotel. Mr. Arterberry rode the fireman's seatbox in a sour mood, criticizing every move that was made. At length the hostler threatened to throw him off if he uttered another nasty word about the way the throttle was being worked or the reverse lever set.

THEN there was Harry Dobie and his 457. Originally a Vauclain compound, or "mud hen," the 457 had been simplified because the front end leaked steam. Her side-rods worked on cranks outside the frame, her cab was open-decked, her firebox was square, and she weighed more than 60 tons. It was almost impossible to tip over one of those mills, and they were ideally adapted to fighting the heavy grades on Marshall Pass.

Harry was another midget among the six-footers who ran most of the engines in those long-gone days. But he loved his 457. He even bought bees' wax and paraffine which he whittled up and mixed in his valve oil for added lubrication. When the 457 went into the back shops for a valve-facing job, the metal was so hardened that none of our tools would penetrate it.

Like other engineers, Harry had a "half-notch" which he kept hidden when his engine was tied up but which he utilized while she was running. A half-notch consisted of a ⅜-inch steel rod, bent in a U shape to fit into one of the notches on the reverse lever quadrant. Instead of having to drive locomotives in full notches, these devices allowed them to be worked in half-notches. It was amazing how much difference "half a hole" on the quadrant made in efficient operation. When the engine valves were perfectly "square," their exhausts under a full throttle were sharp as gunshots and each of equal volume.

Among the tall and lanky Rio Grande hoggers working out of Gunnison in those days was my father, Lewis R. Lathrop. One day en route to Crested Butte his engine, the 402, slipped an eccentric and became so lame that she sounded like a three-cylinder job. Being on a pretty tight schedule, Dad didn't stop to make repairs but babied his pet into town, turned her, and got ready to drop back to Gunnison. Since he had 28 miles of water-level grade ahead, he didn't have to work steam.

At the Gunnison roundhouse Dad

Rocky rampart of Windy Point forms background for D&RGW extra 492 west, descending Cumbres Pass at Coxo, Colorado.
Photo by Richard H. Kindig, 3831 Perry St., Denver, Colorado

hunted up a machinist. "When my 402 is over a pit," he said, "I'll get under her and move the eccentrics where they belong. I know exactly how and where to set 'em. You can check on me, and after I finish you can tighten up the bolts. In the a.m. we'll take her out on the main and you can check her."

The machinist didn't argue; he'd been working around engines long enough to learn about them.

All our diamond stackers had short smokeboxes with petticoats hung inside to govern the draft. Unless the petticoats were set exactly right, the engine burned holes in her fire. So her crew did all draft adjusting. Of course, when shotgun-type stacks replaced the diamond stacks, the front ends were extended and the petticoats went the way of the dodo birds.

The extended front ends brought up new problems. These were solved swiftly by the ingenious use of a "split" driven tightly into the nozzle. The split consisted of a ⅜-inch steel rod, cut a trifle longer than its diameter, then bent into a rainbow shape and wedged by hammering it. When the company found this out, they ordered the splits removed. But this was a losing regulation; the management eventually threw in the sponge, and our engines exhausted their black smoke neatly split down the middle.

OUR boilermaker, Rex Clark, smoked expensive cigars. These were bribery. Any engineer who scorched or burned the crown-sheet was fired. Unless the locomotives tipped over the top of a 4 percent grade—and we had plenty of humps"—with three solid gages of water in the boiler, all the water would run forward on the crown-sheet, leaving the back end momentarily exposed to the white-hot fire. The result was a corrugated and leaking crown-sheet. So when a guilty hogger reached the home roundhouse, his first act was to hunt up Rex and hold a whispered conversation with him. If Rex was not on duty, the engineer met him when the boilermaker came to work next morning.

Shortly thereafter Rex would crawl into the now-cold firebox, armed with his caulking tools, and work on the crown-bolts. When he finished the job he'd be given a box of 50 good cigars. Since we didn't have an engine working into Gunnison whose crown-sheet was not corrugated, Rex fared very well.

All of us narrow-gage heads hated winter, even though the snow and the icy temperatures, sometimes as low as 30 below zero, greatly increased railroad freight business. We kept a rotary plow at the roundhouse fired and in readiness in stall No. 10 all winter long. Rarely was there a winter when we didn't work her at least two or three times. Usually she was throwing snow off the rails for about half the season. We needed from two to five locomotives to shove the cumbersome machine. Her crew consisted of a well-seasoned pilot, the engineer, and the fireman. The pilot rode in a small cubicle over the wheel where he could get a clear view of the mountain landscape.

When the rotary or the engines shoving her became low on water, and no water tank was handy, the section men shoveled snow into the tenders where it was melted by steam blown back through the feed-hoses. Cinders coughed from working smokestacks were usually mixed into the snow. When working injectors drew water into the boilers, the cinders floated along with it and clogged the strainers in the feed-hoses.

One of my jobs was to drain the

tenders, sweep out the remaining cinders, and clean the feed-hoses, which were nasty jobs. Two or three inches of water invariably failed to drain out of the tenders and quickly soaked my cramped quarters. The air smelled musty and my lantern's feeble glow did little good.

One time I found a ten-inch rainbow trout flopping around in the shallow water of a tender. Dropping it into a bucket of water, I carried it out to the sump from which we pumped water into our tank. The rainbow prospered, grew fat, and was still swimming there when I left.

WHILE I was working in the roundhouse I received two gifts from engineers. The first one was when I burned the cab off Alec Davidson's 455. Alec had been complaining about his cab for a couple of winters; it was wooden and leaked cold air inside from a dozen cracks. Even wrapping his feet in gunnysacks and protecting his ears with a beaver hat and his body with a heavy sheepskin coat did little good. Alec came in from each trip over Marshall Pass numb with cold.

Burning off the cab wasn't exactly my fault. Had I tied back the storm curtains on the left side instead of leaving them to flap in the wind, the live coal wouldn't have lodged in the canvas while I was cleaning the fire. By the time the hostler and I returned to the 455 after cleaning her fire and putting a couple of other engines to bed, the whole cab was in flames. The 455 had to be towed to Salida in a freight train and I got hell from the roundhouse foreman.

About ten days later the 455 came into town sporting a shiny new cab, well insulated against the freezing cold. Alec was so delighted that he hunted me up and handed me a box of 50 good cigars.

"Just a token of appreciation for my new cab, kid," he said.

My second gift was a silver dollar from old George Arterberry when I slipped him an extra quart of valve-oil. The company had put the engineers on an oil ration, which it doled out to them in quarter and half pints instead of full cans. I had charge of the oil house. Every time I gave a runner an extra pint I replaced it in the valve-oil barrel with an equal amount of signal-oil, which was not rationed. Since both oils were animal, they mixed readily, the only difference being that valve oil was thick as heavy syrup and green as grass. Signal-oil was thin and clear.

The valve-oil barrel rested on steam coils in the locked oil-house. By the time it was half empty, the contents were thin as signal-oil and about the same color. As Mr. Arterberry handed me the silver dollar, he said: "Take your girl to the show tonight, kid. And thanks for the extra valve-oil. Our engines deserve a little cheating by us fellers."

Later, I was promoted to brakeman. Out on the narrow-gage high iron I discovered what "owning" an engine really meant. Our hoggers were practically traveling machinists. Every one of them carried a heavy bar or a stolen spike maul hidden in the wings of the tender. These tools were used to tighten the wedges between boilers and tenders so the cabs didn't ride so rough. Every time we stopped for water our engineer hammered the wedge tighter, asking the head brakeman to hold the apron out of the way while he did so. They constantly tinkered with the side-rod wedges and the front end drafting. I've even seen a couple of them tie down safety valves so their engines wouldn't pop off excess steam—a practice which the Interstate Commerce Commission eventually stopped. Imagine working 175 or 180 pounds of steam in a boiler safe only for 145!

ONE sign of ownership of a locomotive by the engineer was the way he "babied" her on the harder pulls. For instance, there was the night we headed east from Cimarron on the last 40-mile leg of our trip to Gunnison with 21 cars of cattle. We had No. 272 as a helper, which meant the two engines should make a whip-cracker out of the light train. Instead, as we entered the Black Canyon we were slowed to a bare walk. Our conductor had told the dispatcher before leaving Cimarron that we'd make the 40 miles in 90 minutes, so a connection to take the stock east over Marshall Pass had been summoned. At length the conductor called me out of the cupola where I was riding and feeling the 272 shove behind us.

"Slip over the top and see what the engine is handlin', kid," he said. "Better hide your lantern so that son of a bitch runnin' her won't see it and get wise."

It was a bright moonlight night and I could see slack bunched between the cars as I moved over them. The 272 was shoving less than six cars! Out here, I could barely hear her exhausts.

The conductor went back to the 272. He found her throttle-jerker working the reverse lever in one hole with the throttle barely cracked. The latter argued that his engine was doing her full share of moving the 21 cars. So the skipper wrote on his delay report: "All delay to train between Cimarron and Gunnison is due to engine 272 not doing her work." For all the good those words did, they might as well have been written on a snow bank on a warm day.

Rumors began flying that the D&RG narrow-gage management was going to pool its locomotives. Few engineers favored it. When the news came out, half a dozen hoggers with a sprinkling of tallowpots and brakemen were bellied up to the lunch counter at Monte Christo Hotel in Salida. The big-bosomed and pretty-legged Lottie Harris, black-eyed and black-haired, was slinging hash spiced with wisecracks.

Among those present was my friend Harry Dobie, whose 457 was then resting in the roundhouse. "I think they're makin' a big mistake to pool the engines," Harry complained. "Who in hell is gonna take care of 'em like us regular hoggers? Who, I ask you?" He grimaced. "Think of runnin' a different engine every trip!"

"Yeah," Lottie agreed, wiping a tiny pool of coffee off the counter top, "that'd be just terrible." She gave a saucy smile. "Too bad some of you engineers can't take your engine to bed with you instead of your women."

There were guffaws of laughter, and Harry asked the beanery queen, "How'd *you* like to work in a different dinin' room every shift?"

Lottie was still smiling. "It wouldn't bother me none. Not like it'll bother some of you boys when the company repossesses its engines."

That's exactly what happened a short time afterward. The storm of protest created by the bulletin fell on deaf ears, and in the long run the change in practice proved to be the smartest move the management ever made. But one morning the 464 lost her feet when chugging up Marshall Pass and spun her drivers so fast that I feared she'd throw a side-rod. Harry Dobie, who was running her, jammed the throttle closed; and when the wheels stopped spinning he shouted toward the smokebox: "Go ahead and slip, ya damned pile of junk! I don't own a nut or bolt on ya."

True, our engineers were never quite the same with pooled power; and thereafter nearly all of the road men handled a third more tonnage than they had ever hauled before.

Information Booth

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

1 ***Is the DeWitt Clinton now on display at Henry Ford Museum in Dearborn, Mich., the original Mohawk & Hudson engine of 1831?***

No, it is a replica, built in 1893 for the Columbian Exposition in Chicago that year and exhibited at many world's fairs since. The original *DeWitt Clinton* had not proven entirely satisfactory and was broken up. Most of its components were sold before 1836. According to legend, one of its wheels was found in the West Albany Shops of the New York Central in 1892, and the replica was built under the direction of William Buchanan, motive power superintendent, whose most famous creation, the 999, was then being completed. No plans of the original *DeWitt Clinton* or of its cars could be found, so the replica followed as closely as possible the original design, based on what data was then available. Later research has shown certain differences. Capable of operating under steam, the re-incarnated train has been displayed mostly as a stationary exhibit. For years it reposed on the east balcony of New York's Grand Central Terminal concourse. It was later stored until presented to the Henry Ford Museum.

2 ***I have a hardwood plaque lettered "A Life for Each Tie," and with a copper plate inscribed "Made from Railroad Tie Laid in 1852 Across the Isthmus of Panama." There are also the letters P-P-I-E-1915. What is it?***

Evidently a souvenir of the Panama-Pacific International Exposition, held in San Francisco in 1915 to commemorate the opening of the Panama Canal on Aug. 15, 1914. The legend refers to the difficulty met in building a railroad through tropical Panama long before the canal became a reality.

3 ***Which was the largest model locomotive ever built?***

Probably the full-scale (12" to the foot) wooden model of Reading class G-1sa Pacific No. 134, built in 1924 (same year as the actual No. 134). It was displayed on the Atlantic City, N.J., boardwalk during the Miss America pageant that year. Who can tell us what became of it?

4 ***What is meant by GG of Pennsy's GG-1 electric locomotives?***

This is the class designation. The 2-C+C-2 axle arrangement of the GG-1 is regarded as similar to two 4-6-0 steam locos back-to-back. Since the 4-6-0 type was class G on the Pennsy, the electrics

Chicago & Alton No. 215, built by Schenectady in 1883, at Chicago, Sept. 1915. C&A is now part of Gulf, Mobile & Ohio.

Collection of Harold K. Vollrath, 8938 Maple Dr., Shawnee-Mission, Kansas

Heisler No. 4 pulls White Mountain Central train at North Woodstock, N.H.
H. Reid, 8549 Wayland St., Norfolk, Va.

in question are class GG. Since they are the first (and so far only) locos of that arrangement on the PRR, they are designated class GG-1.

5 ***Why were some electric locos built with side-rod drive?***

In the early 1900's, electric-motor technology was not as highly refined as at present, and it was then necessary to use either many small motors or few very large ones to get sufficient torque for handling trains at low speeds as well as high, particularly on upgrades. Some lines, when electrifying, chose loco designs with many small motors per unit, such as the New York Central, the New Haven, and the Chicago, Milwaukee & St. Paul. Others, such as Pennsy, Virginian, and many European roads, found locos with one or two large motors better suited to unusually steep grades. Since such motors were too large to be mounted between the wheels or axles, they were placed within the loco body and drove the wheels through crank-and-rod arrangements. Wheels coupled by side-rods had less tendency to slip than independent driving axles, but reciprocating weight of side-rods at speed created balance problems.

6 ***When were pneumatic tires first used on railroad cars?***

In October, 1929, Edouard Michelin, of the famous Michelin rubber-tire works, began testing a self-propelled car fitted with pneumatic tires on the tracks leading to the Michelin factory at Clermont-Ferrand, France. Subsequent tests led to establishment of the first public service with pneumatic-tire rail vehicles on January 26, 1931, when an 18-seat railbus was put on the Saint Florent-to-Issoudin run. Experiments with pneumatic tires for railway service have gone on since then, with a few lines here and there adopting one rubber-tire system or another; the most recent is the Montreal Metro.

7 ***Have unit-train operations begun in Canada yet?***

Yes. On March 27th, the Canadian National ran its first unit-train, composed of 35 cars carrying iron ore from the Sherman mine near Temegami, Ontario, to the Dominion Foundries & Steel plant in Hamilton. Three such trains will operate in continuous service. (Unit-trains are consists of one type of freight car which move a single product without cutting any cars in or out in the process. Rates are quoted for the train as a unit, not per carload.

8 ***When was the Gulf, Mobile & Northern renamed Gulf, Mobile & Ohio?***

On Sept. 1, 1940, when GM&N was merged with the Mobile & Ohio. Very recently, GM&O stockholders voted for a merger with the Illinois Central. If those two great systems are consolidated, the names will probably be changed again.

9 ***I know there is a book titled* Railroad Avenue, *but is there also a poem with that name?***

Yes, Charles D. Dulin, the old telegrapher and station agent who wrote it for *The Kansas City Times,* says he took the title of his poem from Freeman Hubbard's book. Here is the poem:

The village street that parallels the tracks
Is pungent with the smell of beanery hash
And fumes from Mrs. Hogan's burning trash
And oils in the railroad service shacks.

The boxcar at the depot loading dock
Stares straight ahead into the setting sun
And patiently awaits another run
Somewhere out there among her kindred flock.

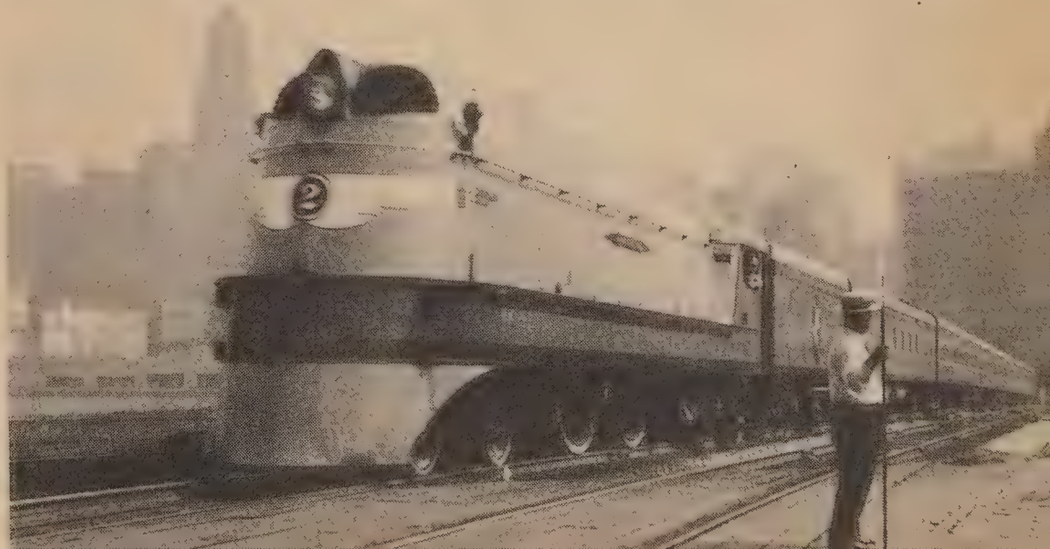
I sense a great nostalgic rhythmic beat
That hurtles back across a hundred years
To mark the time for present joys and tears
And march along in measured metric feet.

Yes, rhythm fits and poetry is due
When spring returns to Railroad Avenue.

10 ***When did the Santa Fe's famous* California Limited *operate?***

From Nov. 27, 1892, to March 31, 1938, though in the early years it was discontinued for part of each year. Linking Chicago with Los Angeles, it sometimes ran daily and sometimes twice- or thrice-weekly until 1905, when it became daily until its demise in 1938.

Collection of John G. Williams, Jr., 6130 N. Carvel, Indianapolis, Ind., 46220
Big Atlantic-type No. 2 accelerates CMStP&P *Hiwatha* out of Chicago in 1938.



11 ***In which state does Railroad Magazine have its biggest circulation?***

California, mainly because of two big cities, San Francisco and Los Angeles, and their suburbs, followed by Pennsylvania, New York, Illinois, and Ohio, in that order. Canada runs between New York and Illinois.

Running Extra

Info. on a Wilson Bohannan brass switch lock, numbered 115 and made in Marion, Ohio, is wanted by A.B. Koontz, 3531 Walnut Ave., Altoona, Pa. 16601, who says the Pennsy discarded it in the early 1940's.

"What U.S. railroads surpass the physical characteristics of Canadian National and affiliated Grand Trunk Western, which provide a double-track main line about 1,000 miles long from St. Hyacinthe, Quebec, to Chicago, Ill?" asks John C. Weir, R.R.1, Carleton Place, Ont., Canada. "I understand that most of this line is laid with 132-lb. rail, with automatic block signals throughout, and CTC in some areas."

"Where can I obtain the glass chimneys used on 'Angle' lamps which were used in cabooses and coaches around the turn of the century?" asks Mrs. W.T. Olson, 1040 Lincoln Way East, Mishawaka, Ind. 46544. These lamps each had two burners on opposite sides of the fount, about 20 degrees off perpendicular. Who can tell her about the manufacturer, Angle Lamp Co., of New York?

Locations of any Union Pacific steam locos are sought by Randy Scholl, Box 123, Batavia, Ohio 45103.

Details on Pennsy self-propelled passenger cars 4688 and 4689 are wanted by L.P. Cummings, Jr., 129 Nevin St., Lancaster, Pa. 17603, who has a photo of these cars taken in an unknown location (probably along main line in Ohio or Indiana) about 30 years ago.

Dates and engine numbers of the last Wabash steam runs between Chicago and Decatur, Ill., and between Forrest and Streator, Ill., are sought by Chet French, 1022 Peoria Ave., Dixon, Ill. 61021.

Commenting on item 9 in our May department, Ray Canzone, 5258 Longton Rd., Lyndhurst, Ohio 44124, sends us this excerpt from Kramer Adam's book, *Logging Railroads of the West*: "What may be the all-time national record for gage width was claimed by the Washington Mill Co. at Seabeck, Wash. Its line was 2 miles long and 9 feet broad—3 times as wide as ordinary narrow gage." But Elliott Kahn told of a 15-foot gage last month.

Pictures, history, and other info. on the Wheeling & Lake Erie, particularly around Norwalk, Ohio, are wanted by R.G. Morrison, 1565 Union Commerce Bldg., Cleveland, Ohio 44115. He hopes to publish a book on W&LE.

"When was the use of electric-arc headlights discontinued, and why?" asks George Greenaway, 318 N. Gilbert St., Danville, Ill. (The development of filament-type electric lamps bright enough and rugged enough for headlight service in the 1930's permitted headlights of brightness comparable to arc lights, and obviated the bother of replacing the carbon rods and kindling the arc in the latter type of headlight. We don't know when arc headlights were last used.)

Info. on 1903 sheet-music version of *Casey Jones* song is wanted by Norman Cohen, 327 Napoleon St., Playa del Rey, Calif. 90291, for use in a railroad folksong book he is working on.

Material for a feature article on Richmond Locomotive Works that he is writing for this magazine is needed by Bill Warden, 1216 Shamrock Lane, Waynesboro, Va. 22980. Who can help him with facts, anecdotes, or pix?

"Where are records of the old Colorado Midland now located?" asks E.C. Bracchi, 2920 Sandhurst Ct., Sacramento, Calif. 95821, who also wants snapshots and negatives of cabooses used in western U.S.

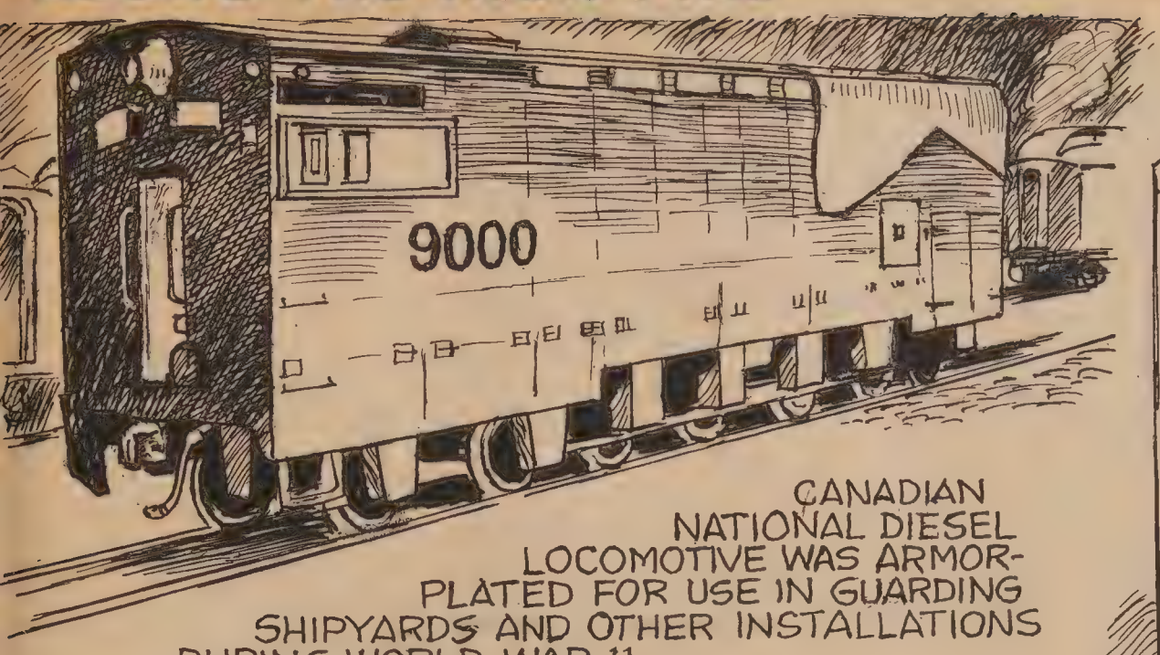
Information on little-known cog railways, particularly of Africa and Latin America, is being sought by John H. Ackerman, Sunday editor of the *Standard-Times*, New Bedford, Mass., for a children's book he is compiling on cog roads. His article on the Mt. Washington Cog Railway was published in April '68 *American Heritage*. ●

RDC's 557 and 559 made up last Jersey Central train from Broad St. terminal, Newark, N.J., April 29, 1967; arrival at Elizabethport was shown on page 4 of our February issue. (Below) Passengers prepare to board last Jersey Central train from Jersey City terminal, a Raritan local due to leave at 12:42 a.m. April 30, 1967.

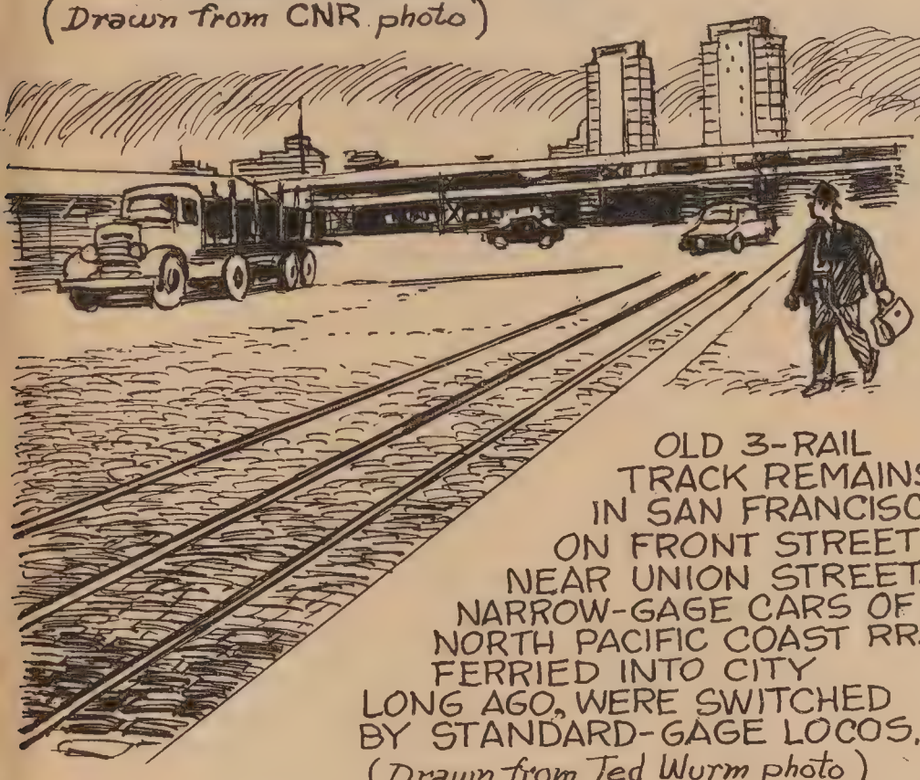
Both photographs by Roger Arcara

ALONG THE IRON PIKE

by Joe Easley



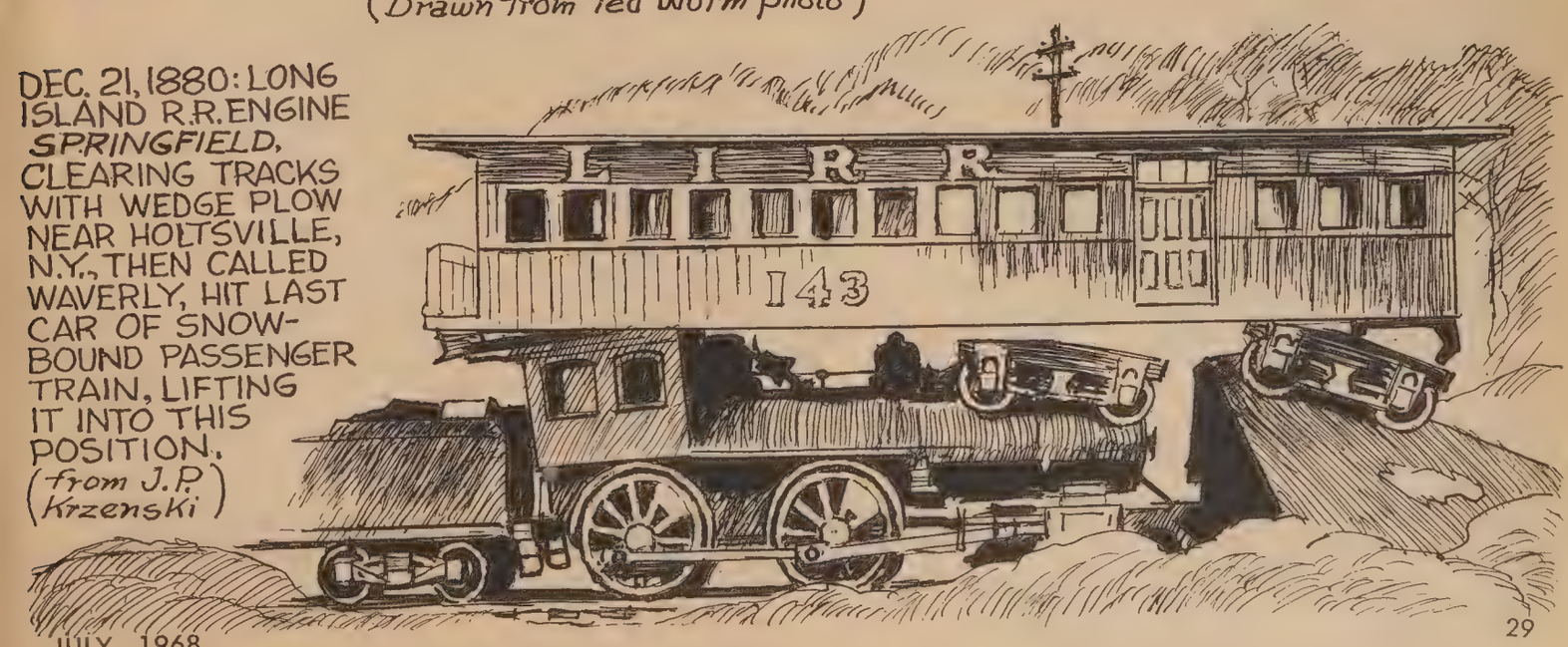
CANADIAN NATIONAL DIESEL LOCOMOTIVE WAS ARMOR-PLATED FOR USE IN GUARDING SHIPYARDS AND OTHER INSTALLATIONS DURING WORLD WAR II.
(Drawn from CNR photo)



OLD 3-RAIL TRACK REMAINS IN SAN FRANCISCO ON FRONT STREET NEAR UNION STREET. NARROW-GAGE CARS OF NORTH PACIFIC COAST RR., FERRIED INTO CITY LONG AGO, WERE SWITCHED BY STANDARD-GAGE LOCOS.
(Drawn from Ted Wurm photo)

RAILDOG NAMED SHORTY ADOPTED AL OBENHEIN, LONG ISLAND RR. CRANE OPERATOR, 15 YEARS AGO AND HAS BEEN WITH HIM EVER SINCE.
(From The Mutual Magazine)

DEC. 21, 1880: LONG ISLAND R.R. ENGINE *SPRINGFIELD*, CLEARING TRACKS WITH WEDGE PLOW NEAR HOLTSVILLE, N.Y., THEN CALLED WAVERLY, HIT LAST CAR OF SNOW-BOUND PASSENGER TRAIN, LIFTING IT INTO THIS POSITION.
(from J.P. Krzenski)



CHAMPION OF RAILROAD PASSENGER SERVICE

Interesting Railfan No. 67

ANTHONY HASWELL

by Freeman Hubbard

AFTER reading *Railroad Magazine* for 30 years, among other publications, and becoming more and more irked at the abandonment of great passenger trains, one after another, Anthony Haswell decided in May, 1967, to do something about it.

He was then 36, tall, slim, and wiry, with a thin face, dark brown eyes peering out seriously from behind black-rimmed glasses, tremendous nervous energy, and a legal, questioning mind. To him, rail passenger service was, and is, a necessary part of the American way of life. Giving up his Chicago law practice, he almost single-handedly founded the National Association of Railroad Passengers, a non-profit group with himself as executive director, and had it chartered in Illinois. Thus he launched a crusade aimed at halting the debacle of the railroad passenger business in the United States and, if possible, bringing back some of the vanished trains to the rails.

It was a bold challenge to a deeply-entrenched, nation-wide trend. Despite the arguments of defeatism put forth by a growing number of company officials but with a few brass collars supporting his viewpoint, Tony Haswell believes—and has set out to prove—that moving people by rail is still practical, efficient, and desirable, and a comfortable way to travel. The percentage of freight revenue eaten up by passenger operation is relatively small, he contends, and by improving service the railroads might even win back enough customers to make passenger runs profitable.

NARP's immediate purpose is to block the wholesale discontinuance of passenger trains. Its ultimate aims are to improve, speed up, and expand train service for long-distance riders and commuters alike. These goals Tony outlined in dramatic full-page advertisements published in *The Wall Street Journal* and several magazines. The ads carried appeals for membership in the Association, which is headquartered at 333 North Michigan Avenue, Chicago, Illinois 60601. Annual dues are: general, $1; regular, $5; contributing, $10, and sustaining, $100 or more. Already this campaign has brought in over 2,000 members and more come in daily.

Pointing out that the experimental, high-speed, passenger trains which were schedued to start in the Northeast Corridor this year (but which have since been postponed indefinitely) don't necessarily mean that the U.S. is approaching the kind of progressive transportation that Europe, Canada, and Japan now enjoy, the ads stated bluntly:

Powerful interests within the rail industry itself oppose this and any other effort to preserve and improve passenger service. There is a great deal of indifference — even hostility — toward rail passenger service among key members of Government, including many within the Department of Transportation and the Interstate Commerce Commission.

Tony Haswell, a bachelor, financed this campaign at first from his own

Photograph by Anthony Haswell

C&NW *Flambeau 400* (right) leaves Ashland, Wis., for Chicago in June, 1953.

Brightest hope of U.S. passenger service—new swift trains to operate on Pennsy rails over Northeast Corridor route in Department of Transportation program—is not yet realizable, due to technical difficulties. Here is a Budd-built, multiple-unit, high-speed, electric car which, along with other modern equipment, will eventually be used on these runs. We hope it's soon.

money, partly from an inheritance, but is now getting funds from NARP members. "There is a trace of the reformer in his complex," writes J. Ervin Matzke of Chicago, whose acquaintance with our subject dates back to their college days, "but his public pronouncements and recommendations are a result of much research and deliberation."

RAILFAN No. 67 was born in Dayton, Ohio, on January 30, 1931, in the depth of the Depression. His father was chairman and president of Dayton Malleable Iron Co. Tony traces his interest in railroads back to age four when his parents took him by trains to Arizona, filling his impressionable young mind with the sights, sounds, and smells of steam railroading. Those memories made him basically the steam fan he is today. He also dabbled in model railroading.

"I used to know just about all the steam locomotives," he tells us, "but modern diesels look pretty much alike to me. Railroads are still fascinating. My present interest is attempting to get them to cooperate in the best way possible for the benefit of our whole transportation system and especially for the benefit of the traveling public."

His first paid job, in the summer of 1947, was clerking in the stock room of a local department store. Next he was on the Baltimore & Ohio payroll, also in Dayton, as a signal helper, among other things digging cable trenches for the installation of grade-crossing protection. In 1951 he worked for a Dayton travel agency. Two years later he graduated from the University of Wisconsin with a BS in Economics, field of concentration in transportation and public utilities. Then he served two years in the U.S. Army. In 1958, after graduating from the University of Michigan Law School, he took his second railroad job, two years in the Illinois Central's Law Department; and in '64 he was employed in the office of the Public Defender of Cook County, Illinois.

Says Lee R. Tolley of River Hills, Wis.: "Tony and I became very close friends when we were undergraduates at the University of Wisconsin and members of the same fraternity. From the very beginning, his love of railroading was obvious and I could not get over the wealth of facts on that subject at his disposal. Tony actually knew the schedules of trains for practically anywhere in the state and would often comment, as we were driving along, that in five minutes or whatever the time was a Milwaukee Road train would be coming by and let's wait to see. This is no exaggeration. He actually knew when the trains would pass by certain intersections and would make specific trips out of his way to see them."

William J. Hennessy, business manager for an industrial magazine, regards Anthony Haswell as frank, extremely honest, strong-minded, and "a quiet, well-mannered individual who listens to varying opinions and respects the people who give them."

Tony has been a rail buff from way back. Mrs. James D. Moss, a publisher's wife, recalls meeting him at Madison, Wis., in the fall of 1953. The school term was just beginning, and Tony had come directly from the railroad station with his luggage, which Mrs. Moss remembers was covered with railroad stickers from all over the country.

"One of my first recollections of him," her husband says, "was his deter-

July '53: Tony at Bemiji, Minn., beside gargantuan effigy of Paul Bunyan, legendary folklore hero of the big woods. Little child at left shows statue's comparative size.

mination to accomplish whatever he set out to do. One beautiful spring morning he wanted a convertible car, but college expenses were such that he could not afford more than a hard-top 1940 Buick. Undaunted, and with help from many of us, he proceeded to saw the top off his car. On rainy days that vehicle would get wet inside, but when the sun shone, by golly, he had a convertible!"

In November, 1965, an an interested citizen and at his own expense, Tony filed a lengthy and comprehensive legal brief in which he petitioned the ICC to reopen hearings on inter-city passenger travel—i.e., resume the broad investigation of that subject which it had conducted originally between 1956 and '59. This case led to the NARP concept. After the ICC had denied the petition in March, 1966, several correspondents urged Tony to form a national association, which they said would exert a lot more influence than a mere individual.

"For a while I was less than enthusiastic about my own capabilities in this connection," he reminisces, "but when the ICC stepped forward early in 1967 with legislative proposals for tightening controls over the discontinuance of passenger trains, I felt it was time to act."

IN ADDITION to Tony himself, the NARP board of directors comprises Otto Janssen, a public relations man of Newark, N.J., and Peter Lyon, a New York free-lance writer, author of the controversial new book, *To Hell in a Day Coach,* which our magazine reviewed in its May issue.

"Train problems are mostly political," Tony states. "The Government is involved up to its eyeballs in providing financial help for airports, highways, and other non-rail forms of transportation, but the railroads have been left out. We hope and expect that ultimately NARP will be a decisive factor in obtaining the political action necessary to improve and preserve all kinds of rail passenger service. This doesn't mean we are trying to preserve each and every train in its present form. We recognize emphatically that passenger service as a whole, particularly the medium- and long-distance runs, must be restructured dramatically if it is to survive.

"On the other hand, we reject the proposition that the railroads should be able to drop any passenger run which cannot be made profitable. The railroads have an obligation to provide some useful services to the public even though each and every one of them may not make money. It is a matter of balancing the amount of loss on the operation in question against the public need and demand for service and the financial condition of the railroad company as a whole."

His point seems reasonable and logical to us. But, as might be expected, railroad officials generally oppose NARP.

"This," according to Anthony Haswell, "reflects the hard determination by the dominant forces in the industry to get rid of passenger service. Such opposition has not yet come out in the open, presumably because the

Tony (with a cousin) vacationing in 1950 at Fifield, Wis., his favorite state.

Spring, 1958: Tony as a law student in his apartment at Ann Arbor, Michigan.

roads do not want to assist us in gaining publicity and stature. We are ready to cooperate heartily with the carriers on legislative programs and otherwise as soon as they adopt a positive attitude toward passenger service."

Last April, on behalf of NARP, Tony testified at an ICC hearing on the *California Zephyr* case in Ogden, Utah. He said this train could be kept in service with substantial reduction of present losses if operated on alternate days in the off-season and daily during the summer peak, and if first-class fares were moderately increased. He based his conclusions on 800 responses to a survey of NARP members.

At the same hearing, Joseph J. Remington of Washington, D.C., a transportation consultant and cost accountant specializing in railroad cases, analyzed the survey, which indicated that if the reduced-service plan and fare increases had been in effect last year on the *California Zephyr*, the Western Pacific would have saved over $800,000. (WP has alleged that its 1967 *Zephyr* losses were $1.2 million.)

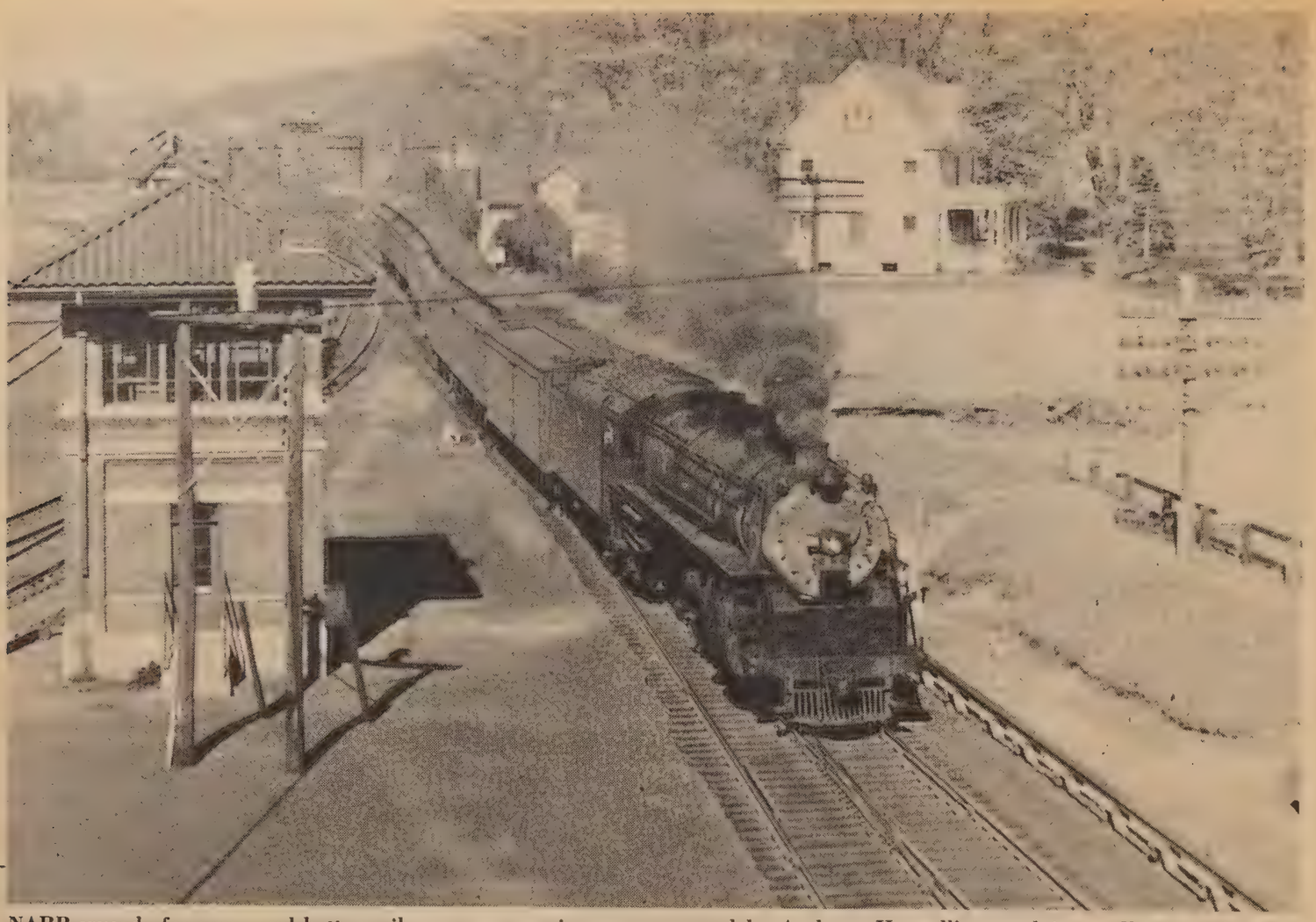
Tony is a member of the Railway & Locomotive Historical Society, the National Railway Historical Society, and the American Civil Liberties Union, and is currently president of a neighborhood community group that serves an area of about 16 Chicago blocks and is working toward urban renewal. He is also active in politics as a Democratic precinct captain.

Says Mr. Matzke: "His political posture could best be described as a liberal in the modern sense and definitely not to be confused with the 'fuzzy-headed, do-gooder' definition. A few years ago he confided to me that he felt an effective lobbying group should be organized to protect and advance the interests of railroad passengers. It appeared to him that Congress and the ICC had completely abrogated their responsibility to this section of the public. That position resulted from his utter frustration when dealing with official Washington and testifying as an *amicus curiae* (friend of the court) in various hearings.

"It is my sincere hope that the power structure in this country will note Anthony Haswell's expertise in these vital areas and harness his knowledge and ability and experience for the benefit of the public."

TONY is not always serious. He enjoys watching big league baseball

New York Central freight with more than 100 cars, westbound at Dayton, Ohio, was photographed by Tony in March, 1950.



NARP crusade for more and better rail passenger service was prompted by Anthony Haswell's nostalgic recollection of trains such as this one all over the land: the Boston & Maine's once-popular *Green Mountain*, passing JV tower at Johnsville, N.Y.
LCDR Wm. D. Middleton, CEC, USN. Public Works Officer, USN Air Sta. FPO San Francisco 96611

games and plays what he terms "a mediocre game of golf." One day on a golf tee he was studying his ball when a freight train approached on tracks adjacent to the course. The golf game was halted abruptly while he observed at least 75 pieces of rolling stock and began commenting on them, the railroads involved, and the origin and destination of that train. Other golfers waited impatiently to use the tee. At length Tony was obliged to drive, but his commentary continued for the next few holes.

"I remember traveling by auto some years ago with my mother and Tony from northern Wisconsin to Dayton, Ohio, about 750 miles," writes Jack S. Garretson of Dayton. "Tony seemed to know the particulars of every railroad track we crossed, where it extended, and when the next train was due. It was wonderful. We laughed about it, off and on, for years afterward. I recall, too, that during our high-school days he and I, riding an automobile, would chase trains, get ahead of them, and then he would jump out, set up his camera, and take photographs."

Since organizing NARP Tony has journeyed a lot throughout the country. "I prefer train travel," he says, "but deterioration in the quantity and quality of train service, along with the exigencies of time, results in my using air and highway transport also." Most of his vacation time in recent years has been spent in Wisconsin, his favorite state. Each summer, he rounds up old friends and invites them to a summer lodge near Park Falls, Wis., for a weekend of fishing, boating, and swimming.

To keep fit, he takes brisk calisthenics briefly each morning; and in the summer, five or six days a week, he goes out for a mile run, his long legs covering the ground at a pretty fair clip. He often hikes more than a mile from his Chicago apartment, located at 413 Wrightwood Avenue, to the nearest Chicago Transit Authority subway station en route to his office. As a rule, he prefers to walk rather than ride and he likes quick action, no waiting in cues if he can help it. He is inclined to eat fast, eats "almost anything," does not watch TV, and has the usual rail-fan reaction to cigarettes—non-smoking.

His reading matter embraces fiction and non-fiction books, *Life, The New Republic, Fortune,* daily newspapers, and various railroad periodicals. His biggest mistake, he told us, was investing in the bar and restaurant business in San Francisco and Milwaukee in 1960. He is not a collector, although years ago he went in for rare coins, of which he still has some.

"My greatest aversion," he says, "is toward public officials who subserve narrow, special, or private interests rather than the needs of the people as a whole, and who are dishonest and evasive in discussing and providing information on public issues which all of us are entitled to have."

The foregoing is the 67th personality sketch in our series of *Interesting Railfans.* Of all those subjects, lawyer-politician Anthony Haswell is the only one who answered any of our questions by saying, in two cases, "No comment" and "I have no opinion."

STEVE MAGUIRE'S

TRANSIT TOPICS

FEDERAL grants of $157,948 have been made to six cities for studies to determine how to improve public transportation so as to expand employment opportunities for residents of low income neighborhoods. Local contributions will add $82,062 to the study funds.

Steve Maguire

The grants come from the Department of Housing and Urban Development and go to Phoenix, Ariz.; San Bernardino, Fresno, and Oakland, Calif.; Lawrence, Mass., and Omaha, Neb. In the six cities surveys will be made of ways to facilitate transportation from each city's "core" to areas of employment. The Fresno study includes using railroad rights-of-way.

U.S. SUPREME COURT has upheld a lower-court ruling that the Port of New York Authority must pay $30 million for the Hudson & Manhattan's railroad tunnels plus additional sums for the company's other railroad properties. PA had argued for a far lower figure. The case now goes back to a New York State court for final determination of the total to be paid.

For many years H&M Corp. had operated the railroad tunnels between New York and New Jersey that some 24 million commuters use annually. It also owned two office buildings in downtown Manhattan. In 1962, the Port Authority Trans-Hudson Corp., a subsidiary of the Port of New York Authority known as PATH, took over the tunnels and other H&M properties by condemnation. PATH eventually agreed to pay about $18 million for the office buildings, but the value of the tunnels and other railroad properties has been pending in New York State courts since 1962.

THE OPERATION of electric *Silverliners* on the Reading Company lines is very successful, writes John E. Tucker, P.O. Box 44, Chester Heights, Pa. 19017. For decades it had been assumed that the bus was the cheapest mass transit vehicle, but Edson L. Tennyson, deputy public property commissioner, said his figures contradicted this.

Refurbishing of the Hudson Tubes system, operating between New York City and nearby New Jersey cities, has been under way since the Port of New York Authority took over from the Hudson & Manhattan RR. in 1962. Work includes track changes, new signals, new air-compresssors, and power-supply improvements. New cars such as this one have replaced all pre-1958 cars in passenger service. But, except for increased rush-hour Newark schedules, service is no better than it was before.

Photo by F. Melvin Edwards, D.D.S.

While installing a new water main in Front St., Red Bank, N.J., workers of the Red Bank Water Co. uncovered old Jersey Central trolley rails which had been laid more than 50 years before and which had been buried under pavement for 25-30 years. These two sections were obtained by Dr. Edwards, 78 W. Front Street, Red Bank, N.J., who plans to make them into book ends for sale to "juice" fans.

Trolley 172 from Portugal at Shade Gap Electric Ry. (see item on next page). Behind it is Chicago, Aurora & Elgin car.
Photograph by Roger Arcara, 2421 Webb Ave., Bronx, N.Y. 10468

It costs PTC 1.65 cents per seat-mile to run a bus but costs the Reading only 1.37 cents per seat-mile for a new *Silverliner* commuter coach. Tennyson said the average ride on the train also costs considerably less than a bus ride.

"The average Reading passenger rides 14 miles for 53 cents," he stated. "That's 4 cents a mile. The average PTC bus rider travels four miles and pays 28 cents, or 7 cents a mile."

Tennyson added that the railroad trip actually costs 6 cents a mile, but state and local subsidies through Southeastern Pennsylvania Transportation Authority pay one-third of the cost. The lower train costs are made possible by the *Silverliners* having a high seating capacity.

THE FIRST public confrontation between Cleveland Transit System's new executive director, E.C. Krueger, and the Cuyahoga County Engineer, Albert S. Porter, who for years has been fighting rail rapid transit and supporting freeways, took place in Cleveland recently at a meeting of architects, we learn from Al Kleinsmith of Cleveland. After Porter had voiced the familiar pro-bus propaganda and referred to rail transportation as largely "a musuem piece," Krueger took the floor to say that last year the Cleveland Transit System took in $30 million, commenting, "Obviously someone wants to live with us."

Krueger, who is not committed to rail as the sole means of rapid transit, pointed out that CTS still functioned within revenues from the farebox. "But CTS can't survive on fares and have capital expenditures," he added, referring to mass transit extensions.

George F. Wiggers, an operations research analyst with the U.S. Department of Transportation, also addressed the meeting. He declared that the rapid transit extension to Cleveland's Hopkins International Airport, which will be completed this year, will provide his department with "a unique opportunity to collect data to put before the decision makers."

ALTHOUGH Portland Traction Co. of Oregon ceased longtime freight operations over its own rails to Oregon City on March 25th, it is continuing service to that community through trackage rights over the parallel Southern Pacific Railroad, reports Harry R. Korman, 2640 Garfield St., Longview, Wash. 98632. The change followed recent approval of the Interstate Commerce Commission allowing Portland Traction to abandon 8.7 miles of track because the freight operation had dropped to only one train a day.

Portland Traction service to Oregon City is restricted to the hours between 10 p.m. and 6 a.m. The Southern Pacific, which does not run on the city's main street, operates trains to Oregon City more frequently.

BRIGHT yellow buttons, 1¾″ in diameter, on which are printed in black a slogan, "Ride the Trolley," and a picture of a "summer" car, may be had for 40¢ each postpaid from Owen Davies, publisher and bookseller, No. 4 in *Railroad's* series of "Interesting Railfans," 1214 N. LaSalle St., Chicago, Ill. 60610. Innumerable books of railroad and trolley interest also are available from him, including *Fort Wayne Trolleys,* by Geo. K. Bradley, 176 pages, over 200 illustrations, hard covers, $6.95; *Street Cars and Interurbans of Yesterday,* a great collection of 775 photos and dimensional drawings, edited by Owen Davies himself, hard covers, 175 large pages, $10; *Trolley Trails Through the West,* by Robt. S. Wilson, 64 pages, paperbound, no pictures, $1, and many Australian tramway books. Leaflet tells details. (SSE)

TORONTO'S subway trains will eventually roll beyond the city limits. A 4-mile extension of the original Yonge Street line will join two fast-growing suburbs to each other and to downtown Toronto. Running to North York from Eglinton, the present terminus, it will have 3 new stations. By 1972, when the extension is due to open, North York is likely to have 400,000 population, making it not merely a suburb but a staggeringly large community.

Since 1961, Toronto's subway riders have risen by 40 million. Last year's increase over 1966 was about 7 million. Present daily average is 445,000. Additional rapid transit is, of course, desperately needed in Toronto as elsewhere. But such lines are not exactly an unmixed blessing. The more mileage a subway has, the greater proliferation there is of new high-rise office and apartment buildings in those areas. Is excessive density of population a sign of progress?

Very much worse, though, is the endless building and widening of highways for use mostly by motorists driving their own cars. Naturally, the more miles of paved roads a nation gets, the heavier will be the demand for new motor vehicles and the more of them will be manufactured and sold. It's a vicious cycle. Increase the number of motor vehicles and you'll have to expand road facilities to provide for them. Thus congestion grows, highways casualty lists mount, and the air we breathe becomes increasingly foul.

The fastest and safest form of municipal transportation is by subway. Even closely-packed underground trains are far more desirable for city travel than the private automobile or bus. The ultimate answer to all this may be planned parenthood, smaller families, a gradually lessened number of riders. Meanwhile, we congratulate our Toronto friends on the subway extension they wisely authorised last summer.

SOVIET Russia is showing appreciation for trams. Within two years

Russian cities are expected to complete 90 new miles of streetcar lines as well as 1800 new miles of trolley buses, reports Art Speight, Box 10343, Oxon Hill, Md. 20021, who got these figures from *Soviet Life* magazine. During the same two years there will probably be added 10,000 new trolleys and 11,000 new trolley coaches. Apparently cold northern winters have little effect on the operation of electrically-powered vehicles, as contrasted with gasoline and diesel buses. At present, 108 Russian cities have trolley service and they operate 20,380 cars on 4,410 miles of track. There are also 72 cities with trolley buses, operating 8,980 such vehicles under 2,790 miles of wire.

Trolley Museum Notes

A NEW museum and a trolley line are being built in the still undeveloped Northwest Branch Regional Park, several miles north of Wheaton, Md., by the National Capital Historical Museum of Transportation, Inc., which reports progress in the initial stage of construction. Under terms of the contract between the railfan group and the Park Planning Commission, a car barn already has been built and one-half mile of track is being laid. Other activities include the restoration of former Capital Transit snow-sweeper 07 and a start on the major task of rebuilding ex-Johnstown Traction passenger car 352. So says Randolph Kean, NCHMT director, P.O. Box 5795, Bethesda, Md. 20014. Five other trolleys, presently stored at other locations, await shipment to the spot. Although the museum is not yet officially open, Randolph says visitors are welcome to view its progress on days when members are present, usually Saturdays. Other visits can be made by arrangement with him.

MORE trolleys from foreign lands are arriving at museums in the United States. Two Brill-built single-truckers from the Oporto system in Portugal have gone to Shade Gap Electric Ry. at Orbisonia, Pa. Both were built as passenger cars, but one had been converted to a work car. Elsewhere, what may possibly be the last doubledecked trolley to be brought to the U.S. arrived by ship at Cleveland, Ohio, directly from Birmingham, England, via the St. Lawrence Seaway. Former Blackpool doubledecker 147 was then moved to the Columbia Park & Southwestern Ry. museum at Olmsted Falls, Ohio, for possible service this summer.

WHEN the Southern Industrial Railroad, successor to the Southern Iowa Ry. electric line at Centerville, Iowa, ceased operations last winter it owned five pieces of electric equipment. Four of these have since been sold elsewhere. The small passenger car No. 9 went to the Midwest Central Railroad at Mt. Pleasant, Iowa, which has a 3-foot-gage steam operation. This museum will lay standard-gage track so that No. 9 can run again. It also bought the Centerville power plant for this purpose.

SIRY electric loco 400 was sold to Ronald Jedlicka before he joined the U.S. Army. Ron is from Lakewood, Ohio, and occasionally works for the CP&SW at Olmsted Falls. Iowa Terminal Railroad later bought the 400 from him for use at Mason City.

The CP&SW has bought the single-trucked line car, No. 1, originally from the Albia Interurban Ry., together with both wooden freight motors, Nos. 100 and 101. All should be operating at Olmsted Falls this summer. CP&SW also purchased the SIRY single-truck caboose, whose truck carries the initials NYO&W (N.Y., Ontario & Western).

New Electric Publications

Maine's Fast Electric Railroad: Portland-Lewiston Interurban, 88 pages, 8½x11" with staple-bound cardboard covers, may be had for $3.50 from author-publisher O.R. Cummings, 105 Theresa Ct., Manchester, N.H. 03103. The Portland-Lewiston, with big Laconia and Wason heavy cars, could well have been called the classic New England interurban. From 1914 until 1933 it connected the Pine Tree State's two largest metropolitan areas, finally falling to a cutoff of money from the electric company that had supported it for years. Because a competing highway paralleled the rail line most of its distance, abandonment was followed by easy bus substitution. Included in the book are 138 photos, car drawings, maps, and a roster.

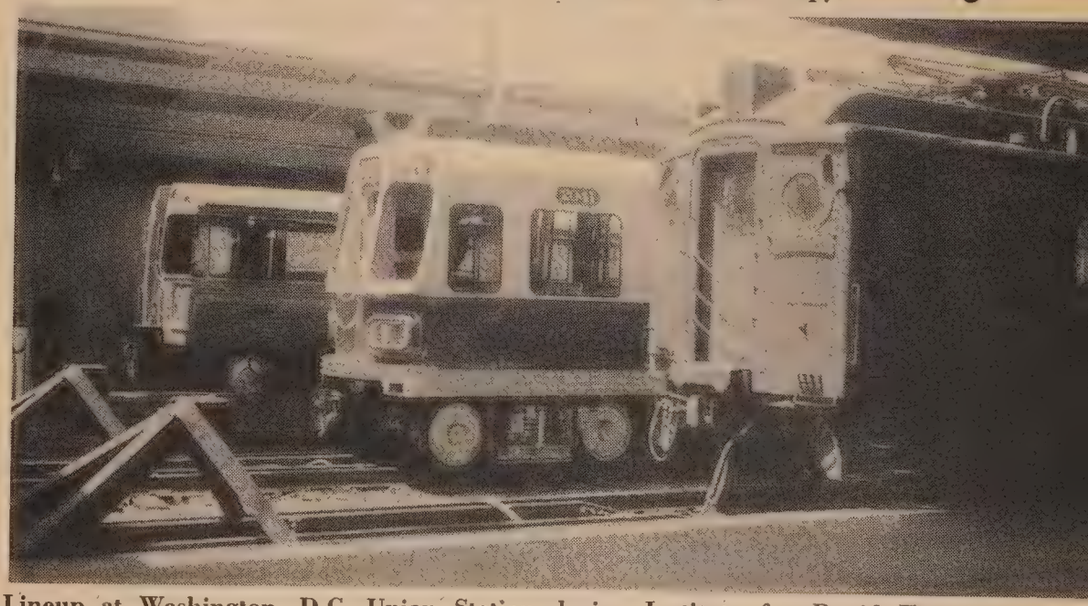
The Syracuse & Suburban Railroad, 52 pages, 8½x11", with staple-bound cardboard cover, was issued as Spring and Summer 1967 issues of *Electric Traction Quarterly* by James D. Johnson, P.O. Box 52, Wheaton, Ill. 60187. Price $2.50. The S&S could hardly have been classed as an interurban and it certainly wasn't a city line. As the S&S name implies, it was suburban rail service. From 1898 its cars ran from Syracuse to Manlius and Jamesville, N.Y. mostly along the side of dirt roads, at speeds rarely exceeding 35 miles per hour. In its 33-year existence, the S&S had frequent labor troubles and many accidents. By its final day of operation in 1931, mishaps and breakdowns had reduced to five the number of its cars in operating condition. This history with its photos, maps, etc., recalls memories of an electric line that is now almost forgotten.

How the Underground Works, 117-page illustrated story of the London subway lines by P. E. Garbutt, was republished in 1966 in 4x6" size. Ted Wurm of Oakland, Calif., sent us a copy. The book contains details of operations, power supply, rolling stock, and stations. It is strictly for rapid transit fans. We do not know the price in U.S., but copies are obtainable from London Transport, London, England, for 5 shillings.

Trolley Timetable Panorama offers 46 pages of reproductions of trolley and interurban timetable covers of past years, and a few schedules. This stapled brochure has several pages of history of electric lines around Scranton and Wilkes-Barre, Pa. It may be had for $2.50 from Edward F. Gardner, 22 Garden Ave., Mountain Top, Pa. 18707.

For $4 you can get annual membership in the American Fare Collection Assn., which publishes *The Punchmark* regularly for collectors of steam and electric transportation tickets, transfers, etc. Address Melvin Rosenberg, 1900 Columbia Pike, Arlington, Va. 22204.

Interurban Interlude, the history of North Jersey Rapid Transit Co., by E. Jay Quinby, who was a motorman on that system, is due off the press of Model Craftsman Pub. Co., Ramsey, N.J., on July 1st, price $7.95. We will review it as soon as we get a copy.

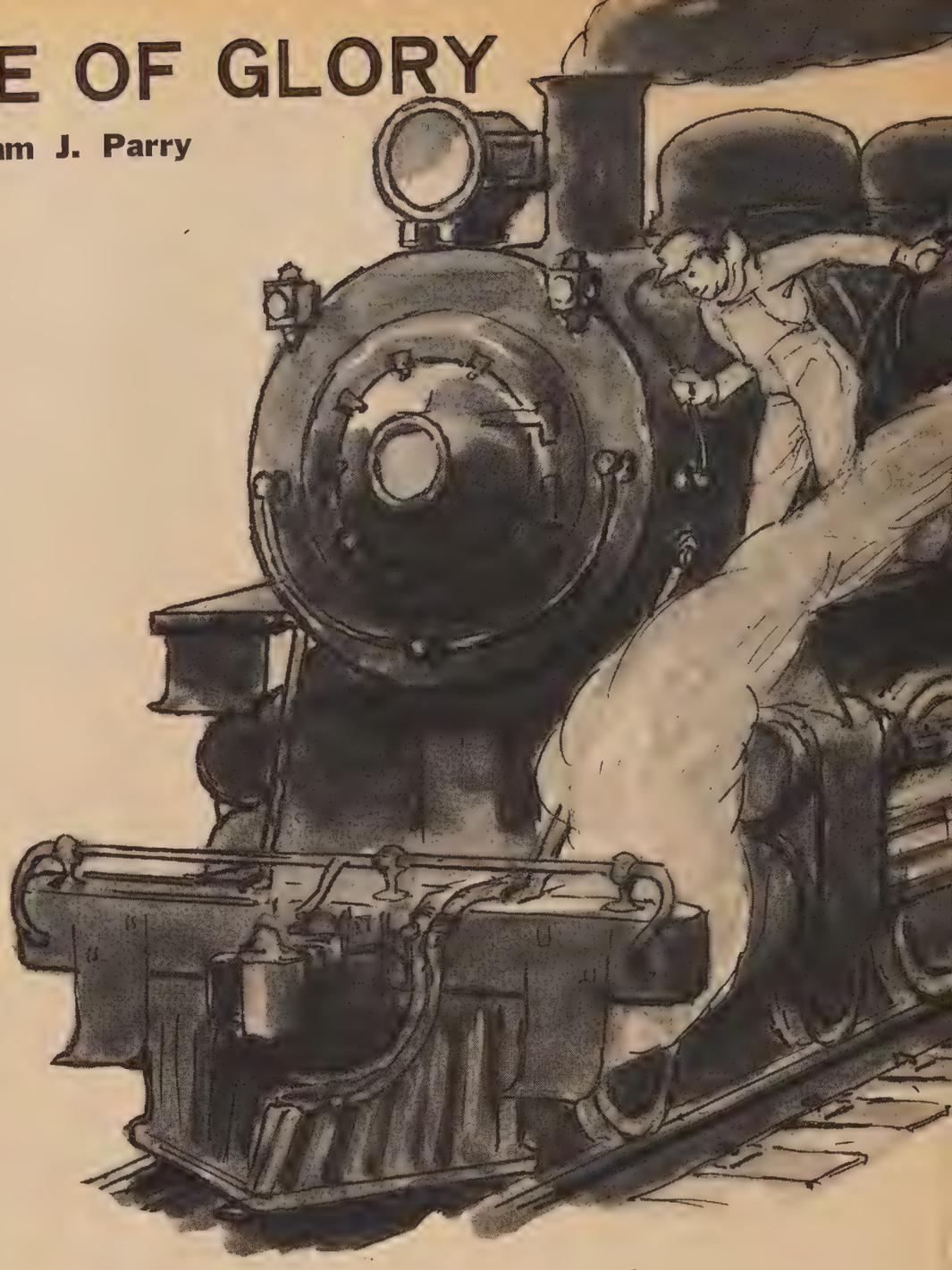


Lineup at Washington, D.C, Union Station during Institute for Rapid Transit convention, May 18, 1965: Port of N.Y. Authority Trans-Hudson car 613, Chicago Transit Authority car 2041, and old-style Pennsylvania multiple-unit car, 488.

Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719

IN A BLAZE OF GLORY

Fiction Story by William J. Parry



HE hated to say it, but Jonathan Brodie realized that he and the 5500 were growing old together. The boys called him "Ole-Timer", and as for the engine—well, she had too many years of operation behind her. That Baldwin Pacific had once been the Canadian Central's pride, but now, like the engineer himself, bore scratches from the scythe of Father Time.

Brodie was approaching sixty-five—and retirement. Gray streaks lined the thinning brown hair beneath his denim cap. His face was seamed and worn.

Grabbing the whistle chain, he called for signals from the switch tender stationed in the yard and quickly caught the answering highball. The 4-6-2, trailing mail, baggage, and varnished cars, pounded down the grade, clattered over the diamond and headed into the Union Station.

Engineer Brodie's blue eyes bore a troubled look. After spotting his old girl over the ash pit, he lowered his tall frame down the gangway to give her the hammer test. While cleaning soft pin-grease from the big-end brass with a hunk of waste, he discovered that the brass was not only hot but broken. The main rod would need a new brass, he reflected bitterly. Another engine failure would be charged to him, because of delays to passenger train 103 on account of a hot bushing.

The eagle-eye finished his inspection and walked wearily through the roundhouse doors to the work-report desk. For some time he wrote steadily, muttering as he filled in two report slips. The big fellow peering over his shoulder was breathing hard. That would be Nolan, the locomotive foreman, Brodie surmised.

He laid down the pen and swung around to confront a broad-shouldered, burly man dressed in blue serge trousers, blue shirt, and black necktie. His guess was correct. He looked at Bob Nolan, boss of the Central's roundhouse. Command was apparent in the steel-gray eyes, the strong rugged jaw, and bushy gray brows, now frowning.

"Ole-Timer," he said, "if you think I'm gonna do all that work on the hoodoo engine before she goes on her run tomorrow morning, you're crazy. You've booked too damned much work on the drop-pit."

"That's your problem, Bob," Brodie said evenly. "Mine is to keep her from falling apart between station stops. Why the 5500 was resurrected from the graveyard, put back into service, and given one of the toughest runs on the district—that's a question only a brass collar can answer."

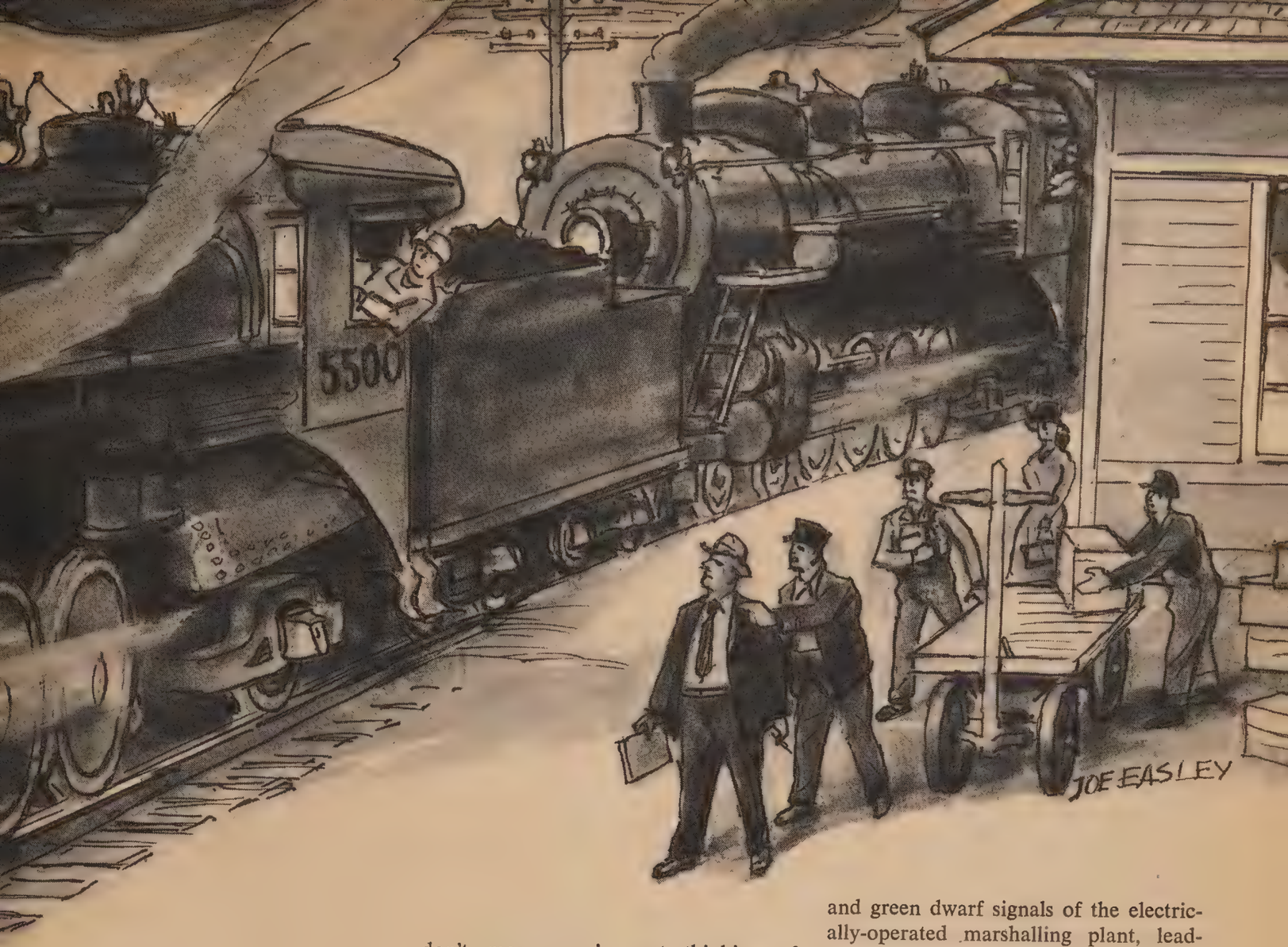
"Yeah? Well, the answer is shortage of motive power," the foreman shot back. "We have 55 new Northern-type engines on order, but delivery is slow. You know that. Guess you'll have to worry along with the hoodoo for a while."

Brodie shrugged. "Between you and me and the whistle post, I like the 5500. She was a good mill in her day, and still has lots of speed in her old drivers if you take up the lost motion in her running gear."

The foreman's eyes grew frosty. "And how can I do that? D'ya expect me to pull an engine off her run when I have nothing to put in her place? I have to answer for engine failures as well as you. And speaking of engine failures," Nolan added, "Billy Hodge wants to see you in his office."

SHUFFLING out of the roundhouse, Brodie headed upstairs to the office of the road foreman of engines. There, cap in hand, he knocked on the door. A gruff voice bade him enter.

Mr. Hodge had Brodie's personal record spread in front of him on the desk. His narrowed eyes glinted as he motioned the runner to a chair. The oldtimer eased his bulky form into the seat, and Mr. Hodge waved at the papers on his desk. "Your personal record hardly warrants an extension of service," the road foreman said bluntly. "Can you give me one good reason, Brodie, why I should recommend you



for an extension, instead of striking your name off the seniority list, three months hence, when you attain the age limit for engineers?"

Brodie tried to understand. It was not engine failures that Hodge was beefing about, but his application for an extension of service. He stared hard and tried to follow the official reasoning. He had never liked Mr. Hodge. Other engineers shared that dislike. Hodge was a boy wonder. Long on theory but short on practical experience, he was a headache to engine crews on the Middle Division.

"I don't get you, Mr. Hodge," Brodie said, trying not to sound aggrieved. He felt awkward, sitting there with his cap in his huge hands, filling so much space in front of the road foreman's desk. He waited there patiently.

The boss picked a cigar from a box and lit it deliberately. Then he leaned back, eyes open wide.

"Haven't I put it plain enough? From now on, begin counting the days until you're given the rocking-chair. Now d'you get me?"

Apprehension seized Brodie. "You don't mean—you're not thinking of turning down my application?"

Mr. Hodge flicked the ash from his cigar. "No, I ain't thinking of it. The thinking's all over. I'm just telling you."

"But you can't—why, Mr. Hodge, my service pension wouldn't begin to support me and the wife—it's too small."

"The company grants extension of service only to employes with clear records. And yours is nothing to write home about. Or is it?"

Brodie's big hands clenched, but the passion that had flared up died away quickly. "You win, Mr. Hodge," he said, rising to his feet. His shoulders drooped. You can't fight an official, not when you are near to a pension.

Brodie stumbled out of the road foreman's office, down the stairs, and across the tracks of the busy terminal to Front Street. Crisp air struck his face. He sniffed soft-coal smoke. It was drifting from stacks of road engines marshalled on the outbound track, ready for their runs.

Night crept over the yards. Lights danced in and out of the ladder track. Dim bulky locomotives shuttled back and forth, following the yellow, red, and green dwarf signals of the electrically-operated marshalling plant, leading to the huge trainshed.

The *Montrealer* rolled by with grinding brakeshoes as its eagle-eye brought the crack train under control for the station stop. A Northern-type engine, with a Sante Fe coupled ahead for the hard pull out of the yards, whistled off, and was followed by two short, imperative blasts from the pilot engine's whistle. The great arc lights illuminating the huge coach yards suddenly flashed brilliantly, turning night into day.

These familiar scenes stirred Jonathan Brodie, and he felt a sharp discomfort in his throat. He was still part of it; he belonged. But for how long? The future was very uncertain.

HE STRODE home. Turning into Railway Street, he entered the door of his frame house. A woman sat alone under the sitting-room lamp, a small forlorn figure. The lamp shone on an eager upturned face that was no longer young. She spoke to him.

"Well, Jonathan, have you heard about your extension of service yet?"

Jonathan shook his head. "Mr. Hodge threw my pesonal record in my face. Said I'd soon be through."

"And I suppose you sat there like a big sap and said nothing!"

The engineer sighed. You either got an extension of service or you didn't. No sense in arguing. He wanted time to think it out.

"Hodge said the company granted extensions only to men with clear records."

Mrs. Brodie went into the kitchen to prepare supper. Her eyes smouldered. Later, at supper, she noticed that her man was not eating.

"All right, Jonathan," she said, "if you won't ask the committee of the Botherhood of Locomotive Engineers to take up your case with the pension board, I will. I'll not have you turned down by an upstart like Billy Hodge."

She stormed out into the kitchen, leaving Jonathan to swallow his supper without relish. His case already had been brought to the attention of the pension board by the Brotherhood, but in vain. Board rules stated that employes suspended from the service for any cause must be re-instated within three months, with the consent of the regional officer, in order to qualify for a full service pension. And Brodie had failed to qualify.

Despondency seized him. He sat listening to the clatter of dishes in the kitchen, his thoughts churning slowly. Suddenly a new determination was born. He'd make one more appeal to the board. Maybe this time he'd have better luck.

After all, he reasoned, no company had a right to penalize a man twice for the same offence. He had paid the penalty for the one mistake in his long railroad career. He'd been yanked out of service for walking by a "red one," in a fog, when the officals had pulled a block signal test, some years previously.

And he had stepped into the trap unexpectedly. That made the company's attitude all the more difficult to grasp—but the ways of brass collars pass understanding. Climbing a stiff grade with a heavy freight drag and a green block all the way, his fireman had been affected momentarily with fire blindness, after putting in a fire, and had called the wrong indication as they swung around a sharp curve. Brodie had passed a "red block" before he realized it.

Three pair of official eyes, peering through the windows of a darkened flag station, had recorded engineer Brodie's violation of rules. Mr. Hodge, assistant superintendent Bayes, and signal engineer Johnstone had conducted the test, so Brodie got nowhere with the alibi that he thought the block signal was temporarily out of order. The official court shot Brodie's excuse full of holes by pointing out that the rules required a train to stop before passing a red block.

The engine crew, together with the head brakeman, were penalized for violation of Rule 504. Fireman Joe Gill and brakeman Jimmy Casey were kept out of service for thirty days and then re-instated. But to Brodie's dismay, he was not notified to report for duty with the other members of the crew. His appeals for re-instatement fell on deaf ears.

The Engineers' committee was not successful in bringing about his re-instatement; but the company consented to re-hire him in a different class of service, so Brodie returned to the railroad as roundhouse stationary engineer. The 45 cents an hour he knocked down for bailing coal into a battery of stationary boilers was mere chicken feed compared to the pay checks of a main-line runner. Nevertheless, he did not complain.

In the months which followed, the Brodies never despaired; but it was a full year later before the untiring efforts of the Brotherhood were successful and Brodie was notified to report for his old main-line run.

THAT was the trend of the hogger's thinking. He pushed back his chair and headed to the bedroom for some shut-eye. Next morning, when he climbed the gangway into the cab of 5500, his shoulders had not lost their despondent droop.

His fireman, Joe Gill, stopped tossing scoopfuls of fuel into the back corners of the firebox long enough to shoot a quizzical glance and asked, "Been trying to get Bob Nolan to do some work on this old relic?"

"Cut the cackle!" Brodie said shortly. He opened the steam throttle to the air compressor and watched the hands climb the air gage. "Get your fire in shape! Time we were moving down on the train."

With wet steam spurting from open cylinder cocks, the long and lean Pacific type moved slowly off the outbound track. Given a fair schedule, more frequent refittings, and a paint job occasionally, she would be a snappy little machine. He knew that she had earned plenty of money for the company.

Brodie ran down to the control tower and stopped at the switch. The towerman lined up the iron. Number 5500 began backing up to the Union Station. She rolled past one of the new Northern types, which was then being groomed for a run with the special. The big engine's boiler jacket glistened in the morning sunlight. Her white-trimmed running boards and driving wheels stood out in marked contrast to his own shabby hoodoo, but Brodie knew in his heart that he would not have traded the 5500 for any new power.

He coupled the engine to the mail train and as he waited for the car tonk's signal to test the air brakes he fished a letter from his overalls pocket. He had taken it out of the mailbox when signing the register sheet, and he'd had no time to read it until now.

The typewritten page, was signed "William Hodge, Road Foreman of Engines." That official stated in no uncertain terms that the right crosshead key pin, breaking on engine 5500 and knocking out the cylinder head, resulted in a delay of thirty minutes to train 104, obviously caused by allowing the boiler to foam, carrying water over into the cylinders. The letter ended with the usual request for an explanation. It also demanded a statement from engineer Brodie as to why he had not blown the boiler down as per official instructions posted in his cab.

"That settles it!" Brodie growled.

The air signal whistle shrilled for the brake test. He made the service test of the brake, then shoved the brake-valve handle to full release as the car tonk called for releasing the brake. He would appeal his case to the pension board, through the Brotherhood, and have a showdown with Hodge.

A hail from beneath the cab window attracted his attention. The conductor, Hughie MacPhail, was standing beneath the cab and holding aloft a train order with the schedule running time of the special. Brodie took the order and read aloud the station passing times of the special, to conductor and fireman. The special had right over all other trains on the division.

"Guess, we'll have to let her by at Port Hopewell," the engineer said.

"That's as far as we'll get for her," MacPhail replied, "if the hoodoo holds together that far."

Engineer Brodie said nothing. The conductor scrambled up the steps of the day coach before giving the proceed signal. Number 5500 quivered, like a thoroughbred stung by the rider's whip, as Brodie jerked open the throttle. Then she lurched ahead into her stride, trundling the fast mail out of town.

FIREMAN GILL knew something was wrong. Ole-Timer ordinarily started without a jerk. Joe had never

known him to lift a passenger train like that before.

Brodie determined to make Port Hopewell for the special—and with the hoodoo engine—and he was giving the 5500 a lacing. He hung halfway out the cab window, staring moodily at the rapidly receding roadbed. His body swayed easily to the roll and swerve as the over-aged locomotive roared along, spewing smoke and cinders over the coaches.

Gloom settled over the tallowpot's perspiring, grimy features. Joe knew from experience that Ole-Timer would go to Port Hopewell ahead of the special if steam could turn the drivers fast enough. It was up to the fireman to produce steam. A whistle post flashed by. Brodie started the bell and yanked at the whistle chain. A truck was speeding along the highway, its tarpaulin cover inflated like a balloon. It showed no signs of slowing. The wig-wag was swinging in an arc and the bell was ringing, but the truck driver paid no heed.

Joe grew tense. "See that fellow!" he shouted.

"Yeah," said Brodie, "the nitwit!"

He jerked the whistle lever wide open and the whistle's throat screamed its warning. Swiftly engine and truck converged on the crossing. The truck cleared it with forty yards to spare. Soon they were racing along the lake shore line and bearing down on another crossing. Brodie jerked the whistle chain again. The bell rang continually.

"Blow again!" Joe called. "Some bird in a sedan is trying to beat us to it."

Brodie reached for the chain and held it down till they were over the crossing.

"Maybe the hoodoo is changing her luck this trip," he yelled, shutting off steam for the station stop at Mosherwa. "Or maybe not," he added reflectively.

Joe latched the firebox door and cracked the blower valve. The 5500 drifted down to the water plug. Scrambling over the tender he signalled his engineer to a "spot" stop at the water spout. As Joe jammed the spout into the manhole, his trained nostrils caught the pungent smell of burning dope.

"O-oh!" he cried. "Something's running hot as hell!"

Joe filled the tank. Then, lowering his slim body to the platform, he joined the eagle-eye, who was scowling at the smoking journal on the left leader of the engine truck. Brodie could not credit his senses. Yet there it was. Despite fatigue and despair, Ole-Timer was alert now. His railroader's intuition had sped swifter than thought. The cellar bolt was missing, and the dope had spilled along the roadbed.

"I could swear that the cotter key was in place in that cellar bolt when we left the shop track," he groaned.

Joe said nothing. He had heard all this before. It had been a daily litany, almost, in the last three months.

"Why don't you say something, dumbhead?" Brodie went on half snarling. "You'd have smelled that hotbox if you'd been on the job."

The firemen bit his lip in silence. A strong side wind had prevented him from smelling the burning dope. But on Brodie's order, he ran back to the cab for the shaker bar, and pried the cellar back into place.

Brodie disconnected the bleeder rod from the air reservoir of a nearby boxcar, to make an improvised cellar bolt. Next they borrowed a pail from the baggage car and cooled the journal by sloshing water over it. Soon the cellar was cool enough to permit packing. The fireman then crawled under the engine truck and repacked the cellar with dope, also borrowed from the baggage car.

By the time the cellar had been packed and the conductor had wired the details of the delay to the dispatcher, the special was due at Mosherwa. DS ordered the train onto the siding to clear the special.

CONDUCTOR MacPHAIL hurriedly left the telegraph office, strode along the platform, and handed up the message. He gave Ole-Timer more than a cursory glance, apparently fascinated by the force of the man, by the faint suggestion of tragedy that hung about him like a mantle.

Brodie climbed slowly back into the cab and pulled his train in to clear the main line. "Well, I guess this about clinches it," he sighed.

He knew what Mr. Hodge would say. "Slack inspection of engine." He glanced across the cab at Joe. There can be no sentiment in railroading these days, Brodie reflected. Not when promotion means waiting for the man on the right side of the cab to retire. The demoted hoggers wait hungrily for their turns; and behind them, hungrier still, loom the firemen.

The minutes dragged. No sign of the special. Brodie glanced at his watch three times before his straining ears caught the whistle's notes. But the crossing blasts of the special's whistle did not sound like a train traveling at high speed. Instead, it seemed to be stopping at the station.

Brodie moved over to the fireman's gangway and poked his head out. Yes, the special had stopped and someone was running rapidly toward the 5500. He recognized the gait of Bill Hodge. Something had gone wrong with the special!

The road foreman darted between tender and mailcar, cut the engine off from the train, and got into the cab.

"We need your engine, Brodie!" he panted. "Air compressor has failed, and we can't get over forty pounds of main reservoir pressure. You've got to doublehead the special."

The fireman angrily swung around and faced the road foreman.

"Like hell we are" he retorted. "We're assigned to the mail train, see? We've done enough tinkering with this scrap heap, and we're not risking our necks for all the damned specials on the Canadian Central. Just you try—"

Brodie got down off his seatbox. He stared at the fireman harshly. His blue eyes blazed with a hint of madness—the madness of his desire to square things with Mr. Hodge. One stride brought him chest to chest with Joe Gill.

"You obey the road foreman's orders," he said in a low tone. "You heard 'em, didn't you? Take that scoop and build up the fire!"

Joe grabbed the scoop and lined the back corners of the firebox. Brodie climbed back on his seat and backed the hoodoo down the main stem to couple onto the special. Leaving the road foreman to make the standing test of the brake, he clambered down the gangway with the oil feeder and doused the repacked journal liberally. Then he turned back to the cab.

A GRIM smile flickered across Jonathan Brodie's lips. Abruptly he hurried up the gangway into the cab. The hoodoo was still blowing off steam. Her firebox door was open, and the soiled face of the fireman hung out the cab window.

The engineer swung into the cab. "Put her up on the two-dollar mark, Joe, and keep her there! I'm going to use it."

Joe squinted at his fire. He had to shout to make himself heard above the exhaust, as the special drew away from the platform: "This hoodoo will lay down long before we get there. What a lousy job to give an engine crew! Handbomber doubleheading a stoker job!"

That was an old story.

Brodie swallowed hard. "You—keep her hot! If you lay down on the job, you'll never fire another engine on this

man's road. Billy Hodge will see to that."

The fireman began swinging his scoop methodically between tender and firebox door. The job called for not only scientific firing but for scientific running as well. Joe understood the compulsion of that inner force as well as Brodie did. They had to bring the special in. There could be no falling down.

Gaining speed with every revolution of their driving wheels, the double-header swung into a racing stride. Black clouds belched from the 4-6-2's stack, streaming back in a speed-driven wind. The sharp staccato of the exhaust reverberated over the countryside. Old 5500 trembled and stumbled on. Faster, ever faster! The thrum of the drivers gave place to an angry roar.

Joe, his legs braced wide on the rumbling deck, wiped the sweat from his eyes. Then he hoisted the water can to his lips. His mouth was hot, his throat dry.

Mile after mile slipped backward beneath the flying wheels. At times the deck beneath them quivered as the engine rolled at a drunken angle towards the elevated curves. But Brodie's grip on the throttle lever never relaxed.

Station mile boards, block signals showing green, grade crossings, whistling posts—all sprang up to meet them, appeared for a dizzy flash, then faded into the background. A triumphant ring emanated from the hoodoo's exhaust, a derisive note from her whistle.

Brodie watched his fireman anxiously. He was wondering if Joe could stand the pace. Patches of sweat covered Joe's overalls. The tallowpot was tiring fast. It was written plainly on his face when the special roared through Kingston.

Suddenly the engineer leaned far out of the cab. Listening intently, his ears attuned to the working of his engine, he sought to locate a sound that stood out above the others. It was not the pound of driving journals, not the slam of worn rod bushings, not the whine of the inspirator. It was the unmistakable squeal of a hotbox!

Brodie stepped over the fireman's swinging scoop and poked his head out of the left window. Smoke billowed upward from the truck. As if voicing protest, the repacked journal was again running hot. He watched it a moment, frowning. Even as he looked, the smoking dope burst into flame.

CURSING volubly, the fireman lunged for the throttle, but Jonathan Brodie was quicker. He flung out an arm and caught the throttle in a vise-like grip, warning sharply: "Let her go, Joe!"

The fireman looked at his engineer for a fleeting instant. He knew Brodie didn't want to stop. To stop would lose the race. But they couldn't take chances on burning off an engine truck journal! Brodie clung to the throttle with iron wrists. His face had become one mass of smoke and grime from which two gleaming eyes stared from behind goggles.

"Easy now," the hogger said. "We'll open the cooler valve and run in on water."

Fireman Gill came a step nearer to the throttle. His jaw squared truculently. "Who in hell's gonna risk his neck climbing along the running board to open a cooler?"

"Me! I am."

Brodie pulled his cap around so that the visor was over his neck. He motioned for Joe to take over the throttle.

Clinging desperately to the hand-rail, he worked his way along the running board. Castletown went by in a blur. The station walls caught the roar of the engines, the whine of the hot journal, the blare of the exhaust, and flung them all back in maddening confusion. Suddenly, he was working around the smokebox to the boiler feed delivery pipe, where the cooler hose hung down from the frost cock to the engine truck.

Brodie's left hand gripped the hand-rail until his muscles were one great torment. Reaching for the valve, he squeezed it in a mighty grip. It would not open.

The engineer tried again. This time it opened. A stream of water gushed down the rubber hose, spraying over the hot journal.

Brodie cautiously pulled himself along the running board to the safety of the cab. Pushing up his goggles, he climbed slowly over the arm-rest into the cab. His eyes were strained and bloodshot. He turned to the fireman.

"We'll run her in on water, Joe. The journal is probably cut, and Hodge will want to know all about changing those engine truck wheels. But what's a new pair of wheels in an emergency?"

And so the ancient 5500 gallantly raced along to the terminal under a desperate handicap.

NEXT morning there was matter for conjecture in the register room at the divisional point. Jonathan Brodie and his hoodoo locomotive had outrun the speedy monarch of the rails, making the fastest run with the special ever timed over the division!

Brodie slept late. So did his fireman. Brodie would have slept the clock around, had he not been wakened by the insistent jangle of the telephone.

The district superintendent himself was on the wire. He'd like to see engineer Brodie in his office.

"Okay, Mr. Duff," the hogger answered sleepily, with sudden alarm.

Later, Mr. Hodge scowled as he passed through the road foreman's office. The chief clerk opened the superintendent's door and announced the engineer.

Superintendent Duff rose from his chair to shake the big hand of the clumsy giant who stood before him. For a moment the two men faced each other. Then the official leaned forward and spoke. He spoke not as a railroad official to an engineer, but as one man to another.

"Brodie," he began, "I must congratulate you on that splendid run you made yesterday. The reputation of our road was at stake, but you upheld us. I am passing on to the pension board your request for an extension of service, with a recommendation that it be granted."

The Ole-Timer's mouth hung open as the official continued: "Billy Hodge has resigned the road foreman's position at our request. Regardless of the great run with the special, he had no authority to take your engine and leave the mail train stranded for two hours."

The superintendent paused a few seconds to look at reports on his desk. Jonathan Brodie waited expectantly for Mr. Duff to get to the point, which was not long in coming.

"As you know, Brodie," he went on, "the air valves in the air compressor are interchangeable. Hodge should have removed the broken discharge valve and used one of the intermediate valves in its place. The new Northern-type engine would have made up the time lost in changing the air valves, and the compressor would pump sufficient air to enable the engine to handle the train without assistance."

Then it came, like a thunderbolt: "The office of road foreman of engines is open for bids, Brodie. I suggest you file your application now."

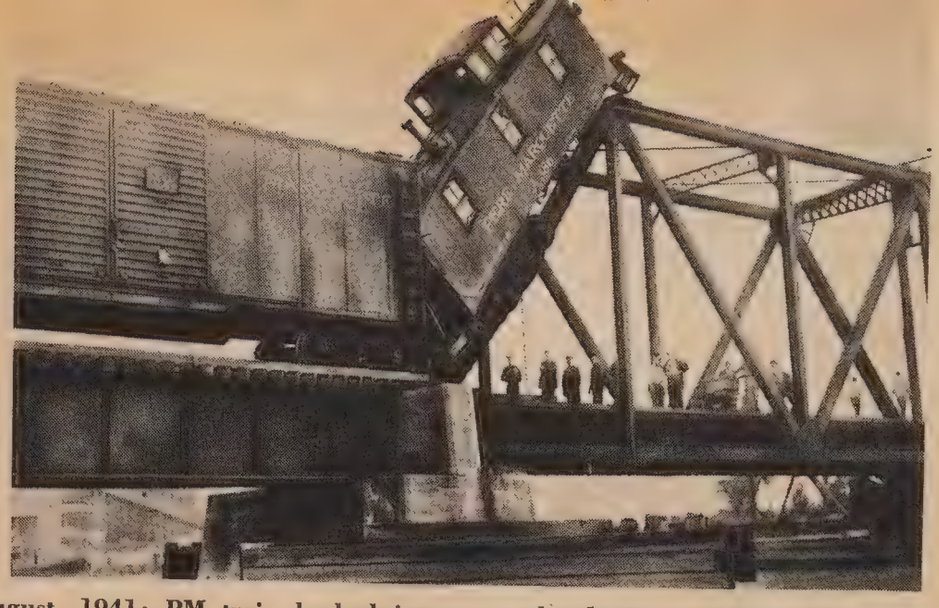
The old hogger gulped, as the official shook hands again. "I—I—Now if that don't beat the band! Guess I'll have to say farewell to the hoodoo engine."

"You certainly will," smiled the super. "The 5500 has made her last run. We're scrapping her, Brodie."

The engineer hesitated. "Well, the old girl went out in a blaze of glory." ●

BOOKS OF THE RAILS

THE RAILROAD CABOOSE: *Its 100-Year History, Legend, and Lore*, by William F. Knapke, with Freeman Hubbard, 237 pages, illustrated, 5½x8½", indexed; Golden West Books, P.O. Box 8136, San Marino, Calif. 91108, $7.95.



August, 1941: PM train backed into open drawbridge at Grand Haven, Mich.
One of the 165 pix in Bill Knapke's book, "The Railroad Caboose"

On August 18th, a month and a day after Bill Knapke's 99th birthday, a large group of railroaders and their families will make a pilgrimage to Oneonta, N.Y., to celebrate the 85th anniversary of the Brotherhood of Railroad Trainmen. They picked Oneonta because there, permanently enshrined in Neahwa Park, is the same four-wheeled caboose, Delaware & Hudson No. 10, in which the BRT was founded by eight daring brakemen determined to get "better working conditions and some kind of insurance for those who might be stricken by illness, injury, or death."

Knapke's long-awaited book, *The Railroad Caboose*, gives the dramatic details of what happened in old No. 10, back in 1883. The incident opens his 15-page chapter on "Cabooses That Made History," which covers a total of 17 waycars that won fame in one way or another. An Erie caboose, for example, taken aboard a ship nearly up to the North Pole, served as winter headquarters for an Arctic exploration party headed by Captain Robert E. Peary, U.S.N. Other historic "crummies" figured in a world championship prize fight, the rescue of helplessly snowbound men and women, an armed insurrection in Mexico, a very famous wreck, and so on. Bill relates these fact-stories with rich details and the expertise of a born story-teller.

And that is only one of 13 chapters in his book! The author has a fast-moving, colorful style and a sure knowledge based on his own 50 years of adventurous railroading. Some of the book's best parts are, indeed, his own experiences. In these modern days they read like fiction, but each event actually occurred. With these words Chapter 1 sets the stage for his book:

Remember the night of the big sleet, oldtimer? Violent winds were rattling the cupola window of a Southern Pacific caboose, threatening to blow them in, and you heard, muted by storm and train sounds, *Wha-a-a-a, wha-a, wha-a, wha-a*— the long and three short blasts of a locomotive whistle that bade you go out into the howling darkness and walk back the variable "required distance" to protect the rear of your train. You glanced at the air gauge.

"Nope, not a busted air hose," you muttered. "Hell's bells, it'd hafta be a night like this for something to go wrong."

The conductor grinned sympathy. Lifting the lid of the round-bellied stove, he peered down at the dancing flames but said nothing. You slid into your heavy coat, turned up the collar, and pulled on your cap and gloves. Then you grabbed red and white lanterns and two fusees. Outside, you waited on the icy steps. When the speed slackened, you unloaded and fought the windy sleet as you walked, counting your steps.

Will you ever forget the biting cold of that next hour? You stomped on the crisp slippery right-of-way and threshed your arms about to keep from freezing. The long wait seemed like eternity. At length, when you felt you couldn't hold out any longer, you heard the rapturous music of four long blasts of an engine whistling in the flag. It came faintly through the tempest but you could have heard it even if it hadn't been half so loud.

You twisted the bonnet off a fusee, cracked it to emit a fiery pink glare, jabbed it into a sleet-encrusted tie end, and battled your way back to the warmth of civilization, hoping the conductor hadn't let the fire get too low. He hadn't. Actually, the friendly stove was almost white-hot, and the Old Man insisted on helping you off with your glistening coat and gloves. He told you to lie down near the stove, which you did. You listened to the muffled drone of wheels rolling beneath you and you thought, is there any spot on earth more comfortable?

Such incidents explain the trainman's affection for his caboose in the days when practically every one had a cupola, often called the doghouse or sun parlor. No wonder he loved this car. It sheltered him from winter storms and summer heat. Here, to the tune of wheels clicking over rail joints, he worked and argued, cooked and ate his meals, played, relaxed, and slept . . .

The caboose was the original house trailer. It included the trainman's living room, his office, workshop, kitchen, dining room, bedroom, den, toilet, balcony, and observation tower. It was his source of income and personal prestige. Also his means of travel. Join a railroad crew and see the world! How many a wide-eyed farm boy and bored factory hand answered that call in simpler or easier yesterdays! The caboose was a daily adventure that took you far from your native city or town—a window on the world. Naturally, you became attached to it . . .

Coming now to Chapter 2, we are surprised at the considerable research Bill Knapke must have done in order to tell us how the caboose originated. He recounts not merely the commonly accepted version of the Chicago & North Western freight conductor piling boxes on the floor of a boxcar in his train so that he could sit on top of them with head and shoulders projecting out of a large hole in the car roof, but other primitive "cabooses" as well, on the Auburn & Syracuse (now Penn Central), the Erie, and so on.

Bill's longest -- and possibly best -- chapter deals with caboose cookery, including little-known facts and numerous anecdotes, particularly true tales about oldtime boomers, for Knapke was a boomer himself, having worked on 31 railroads before he settled down on the Southern Pacific as a "home guard." This chapter is well spiced with humor.

Another long and flavorful chapter deals with beasts and birds riding in cabooses. A rabbit traveled about 100,000 miles in a Canadian Pacific "van" for four years. There were also dogs, a saucy groundhog, a white cat accompanied by a sexy and somewhat intoxicated woman, a mule carried surreptitiously in a Chesapeake & Ohio waycar (". . .the son of a bitch bit me!"). Also a full-grown eagle, various parrots, even an alligator, and the "strangely moving story from the Canadian National Railways" of a wild goose that broke precedent by spending an entire winter in frozen Nova Scotia, apparently seeking its lost mate and fed by trainmen who placed grain on their caboose roof, all related by Bill Knapke, the inimitable railroad raconteur.

Chapter 5, "Marker Lights, Lanterns, and Fusees," offers much technical detail along with anecdotes. Then there's a section devoted to a caboose elopement, an unconventional marriage in a "crummy," childbirth in a waycar, and a suicide and murders in cabooses. It's all good reading matter. Real good.

Some readers will prefer the chapter dealing with train runaways, wrecks, tornadoes, etc., or the assemblage of quaint and curious caboose happenings under the title "Not in the Book of

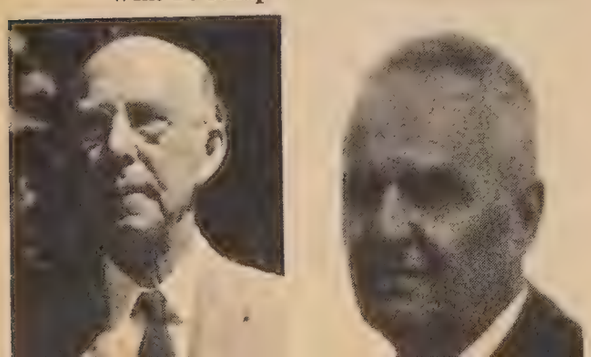
Rules." There is even a short chapter on "ghost stories," each with a factual explanation. Chapter 11, "Retired but Not Dismantled," tells of outmoded waycars used as homes, museums, exhibition pieces, motels, playhouses for children, clubs, etc. Chapter 12, "Efficient but Not Homelike," presents 22 pages of facts, stories, and pictures of sleek, modern cabooses and ends with the following contrasty reminiscence by Knapke:

All this takes me back to a Southern Pacific trip many years ago. My caboose was a simple boxcar with wooden ladders, nails beside the sliding door, marker brackets nailed to the corners of the desk, an inverted box with four strips of wood for legs, crude wooden bunks stuck in the corners, and no stove. That run handled the first pre-cooled refrigerator cars sent out of California, so naturally it was a high-speed run. We had but eight cars and that caboose. My brakeman and I bounced around like peas on a hot skillet. I tried to write my wheel report, but the desk would move away in one direction and the chair, including me, in another. Finally I solved that problem my tying the legs of the desk to the chair with two handkerchiefs, my own and the brakeman's. That was a trip I shall always remember.

Finally, chapter 14, "Caboose Gallery," introduces a rare collection of pictures. A non-railroader would hardly believe that so many different kinds of crummies have ridden the rails or that there could be so many pictorial sidelights on cabooses and the men who travel in them. We see interior and exterior views, action shots, crew men doing various things, wreck scenes, and even specially-made caboose markers shaped like animals, clover leaves, horns, brooms, etc. Altogether, 165 pictures, with leading rail photographers represented.

David P. Morgan, the editor of *Trains* magazine, wrote an intriguing "Foreword" for *The Railroad Caboose*. Freeman Hubbard helped to get the book together. His wife, Naomi, compiled the index. Publisher Donald Duke made the layouts and some photos. This volume, the only one of its kind, is printed in easy-to-read type on hard, thick, smooth paper, sturdily bound. The pictures are well reproduced. Besides photos, there are several line illustrations, including floor plans and dimensional drawings. ●

Wm. F. Knapke **Freeman Hubbard**



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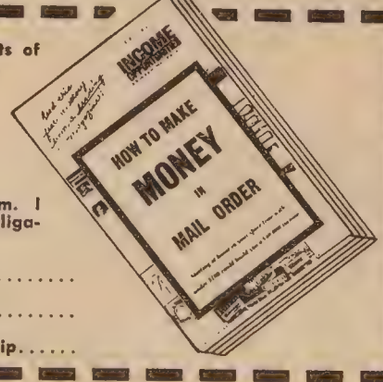

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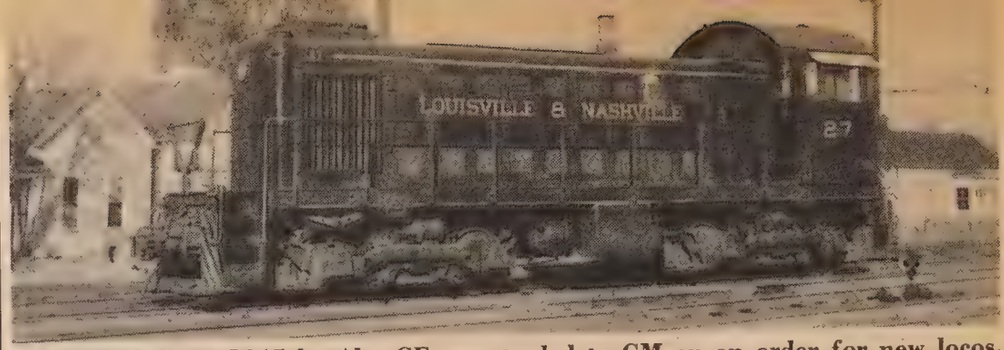

L&N 27, built in 1945 by Alco-GE, was traded to GM on an order for new locos.
Photograph by Sy Reich

LOUISVILLE & NASHVILLE RAILROAD

Locomotive roster compiled by Sy Reich

Class	Road Numbers	HP	Builder	Bldr's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
S-1	10	660	Alco	HH 660	B-B	50,450	201,800	1939	1
S-30	11 (1st)	600	GM-EMC	SW1	B-B	50,850	203,400	1939	1
S-30	11 (2nd)	600	GM-EMD	SW1	B-B	49,425	197,700	1941	8
S-30	12-15	600	GM-EMD	SW1	B-B	49,425	197,700	1941	2,3,9
S-2	16-19	660	Alco-GE	S1	B-B	49,500	198,000	1941	1,6
S-70	20-23	660	Baldwin	VO 660	B-B	48,950	195,800	1941	4
S-2	24-29	660	Alco-GE	S1	B-B	49,500	198,000	1945	1,3, 4,10
S-2	30-31	660	Alco-GE	S1	B-B	49,500	198,000	1941	11
S-2	32-33	660	Alco-GE	S1	B-B	49,500	198,000	1946	11
S-2	34-37	660	Alco-GE	S1	B-B	49,500	198,000	1945	10
S-2	38-46	660	Alco-GE	S1	B-B	49,500	198,000	1946	1,3
S-2	47-60	660	Alco-GE	S1	B-B	49,500	198,000	1949	1,3,4 6,10
S-2	61-75	660	Alco-GE	S1	B-B	49,500	198,800	1950	3,10
S-3M	98	600	GE	70 ton	B-B	34,750	139,000	1948	12
S-3	99	600	GE	70 ton	B-B	34,750	139,000	1949	
RS-3	100-109 (1st)	1600	Alco-GE	RS-3	B-B	64,625	258,500	1951	5
RS-3	104 (2nd)	1500	Alco-GE	RS-2	B-B	58,450	233,800	1947	13
RS-3	110-113	1600	Alco-GE	RS-3	B-B	64,625	258,500	1952	
RS-3	114-123	1600	Alco-GE	RS-3	B-B	64,625	258,500	1953	
RS-3	124-149 (1st)	1600	Alco-GE	RS-3	B-B	64,625	258,500	1954	1
RS-3	147 (2nd)	1600	Alco-GE	RS-3	B-B	64,625	258,500	1956	14
RS-3	150-154	1600	Alco-GE	RS-3	B-B	64,625	258,500	1953	
RS-3	155-164	1600	Alco-GE	RS-3	B-B	64,625	258,500	1954	15
RS-3	165	1600	Alco-GE	RS-3	B-B	64,625	258,500	1954	15
RS-3	166-168	1600	Alco-GE	RS-3	B-B	64,625	258,500	1954	15
RS-3	169	1600	Alco	RS-3	B-B	64,625	258,500	1956	16
RS-3	170-175 (1st)	1600	Alco-GE	RS-3	B-B	64,625	258,500	1953	1
RS-3	171 (2nd)	1600	Alco	RS-3	B-B	64,625	258,500	1956	17
RS-3	176-179	1600	Alco-GE	RS-3	B-B	64,625	258,500	1955	
RS-3	180-194	1600	Alco-GE	RS-3	B-B	64,625	258,500	1955	18
RS-3	195-199	1600	Alco	RS-3	B-B	64,625	258,500	1956	19
FB-2	200-202	1600	Alco-GE	FB-2	B-B	59,950	239,800	1952	5,6
FB-2	203-209	1600	Alco-GE	FB-2	B-B	59,950	239,800	1953	20
FB-2	210-211	1600	Alco	FB-2	B-B	59,950	239,800	1956	21
FB-2	212-213	1600	Alco-GE	FB-2	B-B	59,950	239,800	1954	22
RS-3	214-229	1600	Alco-GE	RS-3	B-B	64,625	258,500	1955	1,18
RS-3	230-239	1600	Alco-GE	RS-3	B-B	64,625	258,500	1954	15
RS-3	240-243	1600	Alco-GE	RS-3	B-B	64,625	258,500	1954	15
RS-3	244-255	1600	Alco	RS-3	B-B	64,625	258,500	1956	1,5,14 16,17, 19
RS-3	256	1600	Alco-GE	RS-3	B-B	62,250	248,000	1950	4,23
RS-3	257	1600	Alco-GE	RS-3	B-B	62,250	248,000	1951	4,23
RS-3	258-260	1600	Alco-GE	RS-3	B-B	62,250	248,000	1951	4,6,23
RS-3	261-264	1600	Alco-GE	RS-3	B-B	62,250	248,000	1952	4,6,23
RS-3	265	1500	Alco-GE	RS-2	B-B	62,300	249,000	1949	6,24
RS-3	266-267	1500	Alco-GE	RS-2	B-B	62,300	249,600	1949	6,24
RS-3	268	1500	Alco-GE	RS-2	B-B	62,300	249,600	1949	4,24
RS-3	269	1500	Alco-GE	RS-2	B-B	62,300	249,600	1949	6,24
RS-3	270-271	1500	Alco-GE	RS-2	B-B	62,300	249,600	1949	6,24
FA-2	300-305	1600	Alco-GE	FA-2	B-B	60,875	243,500	1952	4,5,6
FA-2	306-307	1600	Alco-GE	FA-2	B-B	60,875	243,500	1953	5
FA-2	308-321	1600	Alco-GE	FA-2	B-B	60,875	243,500	1956	5,25
FB-2	327-328	1500	Alco-GE	FB-1	B-B	56,875	227,500	1948	5,26
FB-2	329	1500	Alco-GE	FB-1	B-B	56,875	227,500	1949	5,26
FB-2	330-331	1600	Alco-GE	FB-2	B-B	59,950	239,800	1954	22
FA-2	332-333	1500	Alco-GE	FA-1	B-B	59,500	238,000	1948	4,5,27
FA-2	334-337	1500	Alco-GE	FA-1	B-B	59,500	238,000	1948	4,5,6, 27

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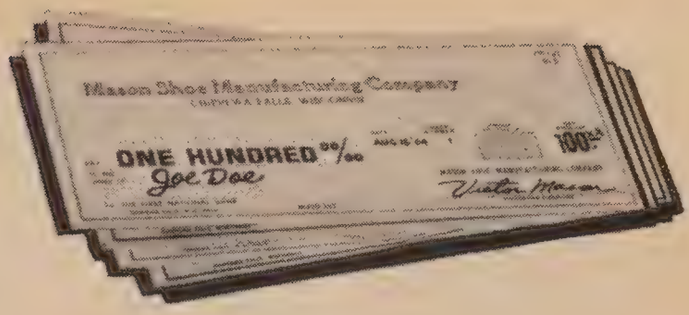

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Class	Road Numbers	HP	Builder	Bldr's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
FA-2	338-340	1500	Alco-GE	FA-1	B-B	59,500	238,000	1948	5,6,27
FA-2	341	1500	Alco-GE	FA-1	B-B	50,780	235,000	1949	5,27
FA-2	350-352	1600	Alco-GE	FA-2	B-B	63,825	255,300	1952	4,5
FA-2	353-369	1600	Alco-GE	FA-2	B-B	60,875	243,500	1952	1,4,5,6
FA-2	383-384	1600	Alco-GE	FA-2	B-B	63,825	255,300	1953	4
FB-2	385-391	1600	Alco-GE	FB-2	B-B	59,950	239,800	1953	1,4,6, 20
FB-2	392-393	1600	Alco-GE	FB-2	B-B	59,950	239,800	1954	22
FB-2	394-395	1600	Alco-GE	FB-2	B-B	59,950	239,800	1956	21,25
GP-7	400-407	1500	GM-EMD	GP7	B-B	59,075	236,300	1951	
GP-7	408-409	1500	GM-EMD	GP7	B-B	59,075	236,300	1952	
GP-7	410-421	1500	GM-EMD	GP7	B-B	59,075	236,300	1952	28
GP-7	422-440 (1st)	1500	GM-EMD	GP7	B-B	59,075	236,300	1953	29
GP-7	422 (2nd)	1500	GM-EMD	GP7	B-B	62,930	251,720	1952	30
GP-7	423, 437 (2nd)	1500	GM-EMD	GP7	B-B	62,930	251,720	1953	30
GP-9	411-447 (1st)	1750	GM-EMD	GP9	B-B	62,000	248,000	1954	31
GP-9	448-457 (1st)	1750	GM-EMD	GP9	B-B	64,125	256,500	1956	31
GP-9	458-459 (1st)	1750	GM-EMD	GP9	B-B	64,125	256,500	1956	31
GP-18	460-464 (1st)	1800	GM-EMD	GP18	B-B	61,580	246,325	1960	32
GP-7	441-444 (2nd)	1500	GM-EMD	GP7	B-B	62,930	251,720	1953	28,33
GP-7	445-447 (2nd)	1500	GM-EMD	GP7	B-B	62,930	251,720	1953	34
GP-7	450-455 (2nd)	1500	GM-EMD	GP7	B-B	62,930	251,720	1951	28,33
GP-7	456-465 (2nd)	1500	GM-EMD	GP7	B-B	60,500	241,930	1951	35
GP-7	466	1500	GM-EMD	GP7	B-B	60,500	241,930	1951	36
GP-7	470-472	1500	GM-EMD	GP7	B-B	60,500	241,990	1952	37
GP-7	474-486	1500	GM-EMD	GP7	B-B	60,500	241,990	1950	37
GP-7	487-489	1500	GM-EMD	GP7	B-B	62,075	248,300	1950	37
GP-7N	490-495	1500	GM-EMD	GP7	B-B	59,200	236,800	1950	37
GP-7	500-505 (1st)	1500	GM-EMD	GP7	B-B	63,325	253,300	1951	28,33
GP-7	506 (1st)	1500	GM-EMD	GP7	B-B	63,325	253,300	1952	33
GP-7	507-514 (1st)	1500	GM-EMD	GP7	B-B	63,325	253,300	1953	28,33
GP-9	501-507 (2nd)	1750	GM-EMD	GP9	B-B	62,000	248,000	1954	31
GP-9	508-510 (2nd)	1750	GM-EMD	GP9	B-B	61,750	247,000	1953	29
GP-9	515-522	1750	GM-EMD	GP9	B-B	63,325	253,300	1956	
GP-9	523-532	1750	GM-EMD	GP9	B-B	64,125	256,500	1956	31
GP-9	533-534	1750	GM-EMD	GP9	B-B	64,125	256,500	1956	31
GP-9	540-541	1750	GM-EMD	GP9	B-B	63,325	253,300	1957	38
GP-7	550-552 (1st)	1500	GM-EMD	GP7	B-B	63,325	253,300	1953	34
GP-9	553-554 (1st)	1750	GM-EMD	GP9	B-B	63,325	253,300	1957	38
F-9A	550 (2nd)	1750	GM-EMD	F9A	B-B	58,500	234,000	1950	39
F-9A	551-558 (2nd)	1750	GM-EMD	F9A	B-B	58,500	234,000	1956	40
F-9B	575-578	1750	GM-EMD	F9B	B-B	58,400	233,600	1956	41
FP-7A	600-621	1500	GM-EMD	FP7A	B-B	64,000	256,000	1951	4,42
FP-7A	650-662	1500	GM-EMD	FP7A	B-B	64,000	256,000	1951	42
FP-7A	663-672	1500	GM-EMD	FP7A	B-B	64,000	256,000	1951-2	4,42
FP-7A	690-692	1500	GM-EMD	FP7A	B-B	64,000	256,000	1951	42
FP-7A	693-696	1500	GM-EMD	FP7A	B-B	64,000	256,000	1951	42
FP-7A	697-699	1500	GM-EMD	FP7A	B-B	64,000	256,000	1952	42
F-7B	700-702 (1st)	1500	GM-EMD	F7B	B-B	57,500	230,000	1950	4
F-7B	700-701 (2nd)	1500	GM-EMD	F7B	B-B	61,250	245,000	1949	43
F-7B	702 (2nd)	1500	GM-EMD	F7B	B-B	61,250	245,000	1948	44
F-7B	703-712	1500	GM-EMD	F7B	B-B	57,875	231,500	1951	
F-7B	713-716	1500	GM-EMD	F7B	B-B	57,875	231,500	1953	
F-9B	717-720 (1st)	1750	GM-EMD	F9B	B-B	58,400	233,600	1956	41
F-7B	720-722 (2nd)	1500	GM-EMD	F7B	B-B	61,250	245,000	1950	45
FP-7B	723	1500	GM-EMD	F7B	B-B	61,250	245,000	1950	45
F-7B	724-725	1500	GM-EMD	F7B	B-B	61,250	245,000	1949	43
F-7B	747-749	1500	GM-EMD	F3B	B-B	57,500	230,000	1948	4,46
E-6	750-757	2000	GM-EMD	E6A	A1A-A1A	52,740	313,000	1942	1,6
E-7	758-761	2000	GM-EMD	E7A	A1A-A1A	53,140	315,370	1945	
E-6	770-777	2000	GM-EMD	E6A	A1A-A1A	52,740	313,000	1942	1
E-7	778-781	2000	GM-EMD	E7A	A1A-A1A	53,140	315,370	1945	7
E-7	782-784	2000	GM-EMD	E7A	A1A-A1A	53,140	315,370	1947	47
E-8	785-788	2250	GM-EMD	E8A	A1A-A1A	55,540	333,250	1950	47
E-7	790-793	2000	GM-EMD	E7A	A1A-A1A	53,140	315,370	1949	
E-8	794-797	2250	GM-EMD	E8A	A1A-A1A	55,540	333,250	1951	
F-7A	800-815 (1st)	1500	GM-EMD	F7A	B-B	57,500	230,000	1950	1,4,39
F-7A	800-805 (2nd)	1500	GM-EMD	F7A	B-B	57,500	230,000	1949	48
F-7A	807-813 (2nd)	1500	GM-EMD	F7A	B-B	57,500	230,000	1950	49
F-7A	814-815 (2nd)	1500	GM-EMD	F7A	B-B	57,500	230,000	1950	49
F-7A	816-833 (1st)	1500	GM-EMD	F7A	B-B	57,500	230,000	1950	1,4
F-7A	817-820 (2nd), 823-824 (2nd), 831 (2nd)	1500	GM-EMD	F7A	B-B	57,500	230,000	1950	50
F-7A	834-849	1500	GM-EMD	F7A	B-B	57,500	230,000	1950	1,4
F-7A	850-857	1500	GM-EMD	F7A	B-B	57,500	230,000	1951	1,51
F-7A	858-863	1500	GM-EMD	F7A	B-B	57,500	230,000	1951	52
F-7A	900-906 (1st)	1500	GM-EMD	F7A	B-B	57,500	230,000	1950	49
F-7A	907-908	1500	GM-EMD	F7A	B-B	57,500	230,000	1950	49
F-7A	909-918	1500	GM-EMD	F7A	B-B	57,500	230,000	1951	1,51, 53
F-9A	919-926	1750	GM-EMD	F9A	B-B	58,500	234,000	1956	40
F-7A	948-949	1500	GM-EMD	F3A	B-B	57,500	230,000	1948	4,54
GP-18	900-904 (2nd)	1800	GM-EMD	GP18	B-B	61,580	246,325	1960	32
GP-30	1000-1009	2250	GM-EMD	GP30	B-B	64,000	256,000	1962	
GP-30	1010-1028	2250	GM-EMD	GP30	B-B	64,000	256,000	1962	
GP-30	1029-1031	2250	GM-EMD	GP30	B-B	64,000	256,000	1963	
GP-30	1032-1048	2250	GM-EMD	GP30	B-B	64,000	256,000	1963	
GP-30	1049-1057	2250	GM-EMD	GP30	B-B	64,000	256,000	1963	
GP-35	1100-1110	2500	GM-EMD	GP35	B-B	64,175	256,700	1964	
GP-35	1111-1113	2500	GM-EMD	GP35	B-B	64,175	256,700	1964	
GP-35	1114-1115	2500	GM-EMD	GP35	B-B	64,175	256,700	1964	
SD-35	1200-1210	2500	GM-EMD	SD35	C-C	98,085	392,340	1965	
SD-35	1211-1221	2500	GM-EMD	SD35	C-C	98,085	392,340	1965	
SD-40	1225-1228	3000	GM-EMD	SD40	C-C	93,000	372,000	1966	
C-420	1300-1305	2000	Alco Pr.	DL-721A	B-B	64,000	256,000	1964	
C-420	1306-1315	2000	Alco Pr.	DL-721A	B-B	64,000	256,000	1966	
C-628	1400-1411	2750	Alco Pr.	DL-628	C-C	96,000	384,000	1964	
C-628	1412-1414	2750	Alco Pr.	DL-628	C-C	99,090	396,360	1965	
C-630	1425-1432	3000	Alco Pr.	DL-630	C-C	92,425	371,940	1966	
U-25-C	1500-1517	2500	GE	U25C	C-C	98,672	394,690	1965	
U-25-C	1518-1522	2500	GE	U25C	C-C	90,750	363,000	1963-4	55
U-25-C	1523-1524	2500	GE	U25C	C-C	92,250	369,000	1965	55
U-25-C	1525 (2nd)	2500	GE	U25C	C-C	92,250	369,000	1965	55
U-28-C	1525-1533 (1st)	2800	GE	U28C	C-C	93,000	372,000	1966	56
U-25-B	1600-1604	2500	GE	U25B	B-B	66,250	264,190	1963	
U-25-B	1605-1608	2500	GE	U25B	B-B	66,250	264,190	1963	
U-25-B	1609-1612	2500	GE	U25B	B-B	66,250	264,190	1963	
U-25-B	1613-1626	2500	GE	U25B	B-B	66,250	264,190	1964	
SDP-35	1700-1703 (2nd)	2500	GM-EMD	SDP35	C-C	98,085	392,340	1965	
GP-7N	1700-1705 (1st)	1500	GM-EMD	GP7	B-B	59,200	236,800	1950	37
GP-7	1706-1718	1500	GM-EMD	GP7	B-B	60,500	241,990	1950	37
GP-7	1719-1728	1500	GM-EMD	GP7	B-B	60,500	241,990	1951	35
GP-7	1729-1731	1500	GM-EMD	GP7	B-B	60,500	241,990	1952	37

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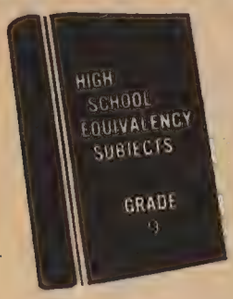

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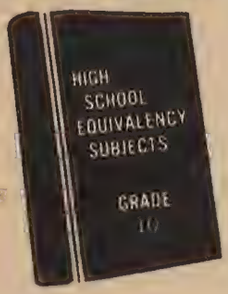

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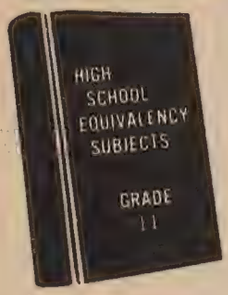

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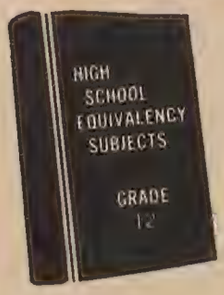

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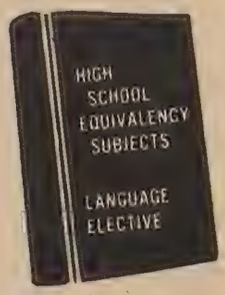

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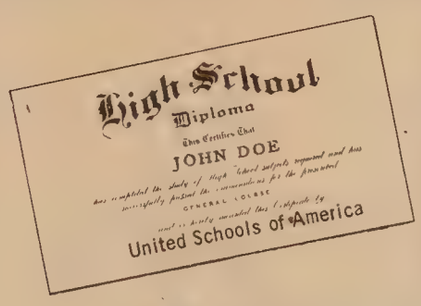

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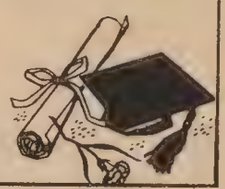

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Radio-equipped A-unit 920, built by General Motors in 1956, now in 551-558 series. Photograph by Sy Reich

Louisville & Nashville Notes

Roster is based on data from L&N Public Relations Dept.; Louis Dreyfus Corp.; Precision Engineering asst. vice pres.; Preston W. Duffy & Son; B&H exec. vice pres., Transportation Services; Escambia Chemical's Director-Distribution Services; GE's manager of Loco. Remanufacturing Operation; Alco Product's manager of Marketing Services; and is accurate as of Jan. 23, 1968.

Locomotive builders: Alco, American Locomotive Co.; GM-EMC, General Motors-Electro Motive Corp.; GM-EMD, General Motors-Electro Motive Div.; Alco-GE, American Locomotive Co.-General Electric; GE, General Electric Co.; Alco Pr., Alco Products.

Class	Road Numbers	HP	Builder	Bldr's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
GP-7	1750-1753	1500	GM-EMD	GP7	B-B	62,075	248,300	1950	37,53
GP-7	1754	1500	GM-EMD	GP7	B-B	62,075	248,300	1951	36
?	1800-1804	1500	GM-EMD	F3A	B-B	?	?	1948	4,57
?	1805-1808	1500	GM-EMD	F3A	B-B	?	?	1948-9	4,57
F-7A	1809-1815	1500	GM-EMD	F7A	B-B	59,500	238,000	1949	48,53, 57
F-7A	1816-1825	1500	GM-EMD	F7A	B-B	59,500	238,000	1950	1,50, 53,57
F-7A	1826-1831	1500	GM-EMD	F7A	B-B	59,500	238,000	1951	52,57
?	1900-1909	1500	GM-EMD	F3B	B-B	?	?	1948	4,57
?	1910-1911	1500	GM-EMD	F3B	B-B	?	?	1949	4,57
F-7IB	1912-1913	1500	GM-EMD	F7B	B-B	61,250	245,000	1949	43,57
F-7IB	1914-1919	1500	GM-EMD	F7B	B-B	61,250	245,000	1950	4,45, 53,57
S-2	2101-2102 (1st)	660	Alco-GE	S1	B-B	49,500	198,000	1941	11
S-2	2103-2104 (1st)	660	Alco-GE	S1	B-B	49,500	198,000	1946	11
S-80	2105-2109 (1st)	1000	Alco-GE	S2	B-B	57,900	231,600	1942	58
S-80	2110 (1st)	1000	Alco-GE	S2	B-B	57,900	231,600	1945	58
S-80	2111 (1st)	1000	Alco-GE	S2	B-B	57,900	231,600	1946	58
S-85	2102-2105 (2nd)	1000	Baldwin	VO 1000	B-B	59,475	237,900	1943	3,59
S-85	2106-2108 (2nd)	1000	Baldwin	VO 1000	B-B	59,475	237,900	1944	3,7,59
S-85	2109-2110 (2nd)	1000	Baldwin	VO 1000	B-B	59,475	237,900	1944	59
S-30	2115	600	GM-EMD	SW1	B-B	49,425	197,700	1941	8
S-86	2119	1000	GM-EMD	NW2	B-B	61,615	246,460	1941	60
S-86	2120-2123	1000	GM-EMD	NW2	B-B	61,615	246,460	1949	60
S-87	2124-2133	1200	GM-EMD	SW7	B-B	61,685	246,740	1950	61
S-87	2134-2138	1200	GM-EMD	SW9	B-B	61,550	246,200	1951	61
S-85	2150-2154	1000	Baldwin	VO 1000	B-B	59,475	237,900	1943	1,62, 64
?	2155	1000	Baldwin	VO 1000	B-B	?	?	1941	1,63
S-90	2160-2162	1000	Baldwin	VO 1000	B-B	61,000	244,000	1943	64
S-90	2169	660	Baldwin	VO 660	B-B	61,000	244,000	1941	65
S-80	2200-2201	1000	Alco-GE	S2	B-B	57,900	231,600	1943	66
S-85	2202-2205	1000	Baldwin	VO 1000	B-B	59,475	237,900	1943	59
S-85	2206-2208	1000	Baldwin	VO 1000	B-B	59,475	237,900	1944	59
S-85	2209-2210 (1st)	1000	Baldwin	VO 1000	B-B	59,475	237,900	1944	59
S-86	2210 (2nd)	1000	GM-EMD	NW2	B-B	61,615	246,460	1941	60
S-86	2211-2214	1000	GM-EMD	NW2	B-B	61,615	246,460	1949	60
S-86	2215-2219	1000	GM-EMD	NW2	B-B	61,615	246,460	1949	67
S-80	2220-2224 (1st)	1000	Alco-GE	S2	B-B	57,900	231,600	1949	68
S-80	2225-2232 (1st)	1000	Alco-GE	S4	B-B	57,900	231,600	1951	68
S-87	2224-2233 (2nd)	1200	GM-EMD	SW7	B-B	61,685	246,740	1950	61
S-87	2234-2238	1200	GM-EMD	SW9	B-B	61,685	246,740	1951	61
S-86	2240-2244 (1st)	1000	GM-EMD	NW2	B-B	61,615	246,460	1949	67
S-87	2240 (2nd)	1200	GM-EMD	SW1200	B-B	61,200	244,800	1957	
S-87	2245-2250	1200	GM-EMD	SW7	B-B	61,685	246,740	1950	
S-87	2251-2266	1200	GM-EMD	SW7	B-B	61,685	246,740	1950	
S-87	2267-2291	1200	GM-EMD	SW9	B-B	61,685	246,740	1951	
S-87	2292-2294	1200	GM-EMD	SW9	B-B	61,685	246,740	1953	
S-87	2295-2296	1200	GM-EMD	SW9	B-B	61,685	246,740	1953	
S-87	2297-2300 (1st)	1200	GM-EMD	SW1200	B-B	61,200	244,800	1957	69
S-80	2300-2301 (2nd)	1000	Alco-GE	S2	B-B	57,900	231,600	1943	66
S-80	2305-2309	1000	Alco-GE	S2	B-B	57,900	231,600	1942	58
S-80	2310	1000	Alco-GE	S2	B-B	57,900	231,600	1945	58
S-80	2311	1000	Alco-GE	S2	B-B	57,900	231,600	1946	58
S-80	2320-2324	1000	Alco-GE	S2	B-B	57,900	231,600	1949	68
S-80	2325-2332	1000	Alco-GE	S4	B-B	57,900	231,600	1951	68
S-80	2350-2365	1000	Alco-GE	S4	B-B	57,900	231,600	1952	
S-80	2366-2369	1000	Alco-GE	S4	B-B	57,900	231,600	1953	
S-80	2370-2371	1000	Alco-GE	S2	B-B	57,900	231,600	1949	70
S-80	2372-2374	1000	Alco-GE	S2	B-B	57,900	231,600	1949	70
F-7A	2500-2501 (1st)	1500	GM-EMD	F3A	B-B	57,500	230,000	1948	54
U-28-B	2500-2504 (2nd)	2800	GE	U28B	B-B	67,950	271,800	1966	
U-30-B	2505-2509	3000	GE	U30B	B-B	68,000	272,000	1967	
F-7B	2550-2552	1500	GM-EMD	F3B	B-B	57,500	230,000	1948	46
GP-40	3000-3009	3000	GM-EMD	GP40	B-B	62,125	264,500	1966	
GP-40	3010-3029	3000	GM-EMD	GP40	B-B	63,680	254,720	1967	
S-4	3100-3103	400	GE	44-ton	B-B	22,000	88,000	1950	71

(1) Units scrapped: 10, 11 (1st), 18-19, 25, 41, 147 (1st), 171 (1st), 208, 218, 244, 246, 353-354, 357, 250, 367, 386 750 775, 815, 817, 837, 857, 911, 1817, 1821, 2151, 2155. Parts from 147 (1st), 218, 246, 250 traded to GE for new power.

(2) 13 sold to Louis Dreyfus Corp., renumbered 3.

(3) Units sold to Hyman-Michaels: 14, 24, 26, 45, 55-57, 66, 71, 75, 2104-2107.

(4) Units sold to GM-EMD in trade for new power: 20-23, 27, 58, 256-258, 262, 268, 300, 303, 333, 350-351, 355-356, 358-363, 366, 369, 383-385, 389, 391, 600, 602-603, 605, 607-610, 613, 616-617, 620, 663-664, 700-702 (1st), 747-749, 800-805, 807-810, 812-814, 818-820, 823-824, 831, 847, 948-949, 1800-1808, 1900-1906, 1908-1911, 1916. Some components of 389 were sent to GE while the unit was still 207.

(5) Units sold to Alco Pr. in trade for new power, and scrapped: 104 (1st), 201, 255, 302, 307, 312, 327-329, 332, 335-336, 338-339, 341, 352, 365.

(6) Units sold to GE in trade for new power, and scrapped by GE: 16, 49, 200, 202, 259-261, 263-267, 269-271, 301, 304-305, 334, 337, 340, 364, 368, 387-388, 390, 752, 755.

(7) Units sold to GE, and scrapped by Precision Engineering: 778, 2108.

(8) 11 (2nd), originally Nashville, Chattanooga & St. Louis 15; then L&N 2115; then L&N 11 (2nd).

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(9) 15 sold to Lone Star Coal Co., renumbered 15.
(10) Units repowered to 1200 hp with EMD engines, reclassed S-2M: 28, 34, 48, 53, 60, 62, 67.
(11) 30-33, originally NC&SL 1-4, then L&N 2101-2104, then L&N 30-33.
(12) 98 rebuilt with Alco engine.
(13) 104 (2nd), originally Great Northern 201; then Spokane, Portland & Seattle 64; then Alco Pr. 64; then L&N 104 (2nd); upgraded to 1600 hp.
(14) 252 renumbered 147 (2nd).
(15) 230-243 renumbered 155-168.
(16) 253 renumbered 169.
(17) 254 renumbered 171 (2nd).
(18) 214-217, 219-229 renumbered 180-194.
(19) 245, 247-249, 251 renumbered 195-199.
(20) 203-209 renumbered 385-391.
(21) 210-211 renumbered 394-395.
(22) 212-213 renumbered 330-331, then 392-393.
(23) 256-264, originally Rutland 200-208, then L&N 256-264.
(24) 265-271, originally Lehigh & New England 652, 654-656, 658, 661-662, upgraded to 1600 hp.
(25) 319, 395 rebuilt with GM-EMD engines to 1750 hp.
(26) 327-329, originally L&NE 751-753, ugraded to 1600 hp.
(27) 332-341, originally L&NE 701-710, upgraded to 1600 hp.
(28) 416 (1st), 501-502 (1st), 513 (1st) rebuilt by GM-EMD. 510 (1st) rebuilt by GM-EMD twice.
(29) 422-423, 437 (1st) rebuilt to GP9's, then renumbered 508-510 (2nd).
(30) 506-508 (1st) renumbered 422-423, 437 (2nd).
(31) 441-459 (1st) renumbered 501-507 (2nd) 523-534.
(32) 460-464 (1st) renumbered 900-904 (2nd).
(33) 500-510 (1st), 512, 514 renumbered 450-455 (2nd), 422-423 (2nd), 437 (2nd), 441-444 (2nd).
(34) 550-552 (1st) renumbered 445-447 (2nd).
(35) 456-465 (2nd), originally NC&SL 719-728; then L&N 1719-1728; then L&N 456-465 (2nd).
(36) 466, originally NC&SL 754; then L&N 1754; then L&N 466.
(37) 470-472, 474-495, originally NC&SL 729-731, 706-718, 750-752, 700-705; then L&N 1729-1731, 1706-1718, 1750-1752, 1700-1705; then L&N 470-472, 474-495.
(38) 553-554 (1st) renumbered 540-541.
(39) 811 (1st) rebuilt to F9A, then renumbered 550 (2nd).
(40) 919-926 renumbered 551-558 (2nd).
(41) 717-720 (1st) renumbered 575-578.
(42) 601, 604, 611, 651-652, 655, 659, 670-672 renumbered 690-699.
(43) 724-725, originally NC&SL 912-913; then L&N 1912-1913; then L&N 700-701 (2nd); then L&N 724-725.
(44) 702 (2nd) rebuilt by L&N in 1965 from 1907.
(45) 720-723 (2nd), originally NC&SL 914-915, 917, 919; then L&N 1914-1915, 1917, 1919; then L&N 720-723 (2nd).
(46) 2550-2552 renumbered 747-749.
(47) 782-788 originally St. Louis-San Francisco 2000, 2002, 2004, 2009, 2015, 2007, 2014.
(48) 800-805 (2nd) originally NC&SL 809-813, 815; then L&N 1809-1813, 1815; then L&N 800-805 (2nd).
(49) 900-908 (1st) renumbered 807-815 (2nd).
(50) 817-820 (2nd), 823-824 (2nd), 831 (2nd), originally NC&SL 816, 818-820, 823-825; then L&N 1816, 1818-1820, 1823-1825, then L&N 817-820 (2nd), 823-824 (2nd), 831 (2nd).
(51) 909-910, 912-913, 915-918 renumbered 850-857.
(52) 858-863, originally NC&SL 826-831, then L&N 1826-1831, then L&N 858-863.
(53) 914, 1814, 1822, 1918, 1753 sold to Clinchfield, renumbered 823, 821, 822, 869, 919.
(54) 2500-2501 renumbered 948-949.
(55) 1518-1525 (2nd), originally Oro Dam Railroad 8012-8013, 8020, 8014-8015, 8017-8019; then L&N 1518-1525 (2nd). Western Pacific rebuilt Oro Dam 8020 from Oro Dam U25C 8011.
(56) 1525 (1st) renumbered 1533.
(57) 1800-1831, originally NC&SL 800-831, then L&N 1800-1831. Nos. 1900-1919, originally NC&SL 900-919, then L&N 1900-1919.
(58) 2105-2111 (1st), originally NC&SL 5-11; then L&N 2105-2111, then L&N 2305-2311.
(59) 2202-2210 (1st) renumbered 2102-2110 (2nd).
(60) 2210-2214 (2nd), originally NC&SL 19-23; then L&N 2119-2123; then L&N 2210-2214 (2nd).
(61) 2224-2238 (2nd), originally NC&SL 24-38; then L&N 2124-2138; then L&N 2224-2238 (2nd).
(62) 2150-2151, originally NC&SL 30-31; then NC&SL 50-51; then L&N 2150-2151.
(63) 2155 originally NC&SL 35, then NC&SL 55, then L&N 2155.
(64) 2160-2162 originally NC&SL 32-34; then NC&SL 52-54; then rebuilt by GM-EMD to 1200 hp, renumbered NC&SL 60-62; then renumbered L&N 2160-2162.
(65) 2169, originally NC&SL 40, then rebuilt by GM-EMD to 1200 hp, renumbered NC&SL 69; then renumbered L&N 2169.
(66) 2200-2201 renumbered 2300-2301 (2nd).
(67) 2240-2244 (1st) renumbered 2215-2219.
(68) 2220-2232 (1st) renumbered 2320-2332.
(69) 2300 (1st) renumbered 2240 (2nd).
(70) 2370-2374, originally L&NE 612-616; then L&N 2370-2374.
(71) 3100-3103 originally NC&SL 100-103; then L&N 3100-3103. No. 3100 sold to Transportation Services, renumbered 3100. No. 3101 sold to Preston W. Duffy & Son, then sold to another dealer. 3102 sold to Escambia Chemical Co. (1/64), renumbered 3102; then to Precision Engineering Co. (9/65), which scrapped it. 3103 sold to Preston W. Duffy & Son, renumbered 3103, then to Bath & Hammondsport, renumbered D-3.

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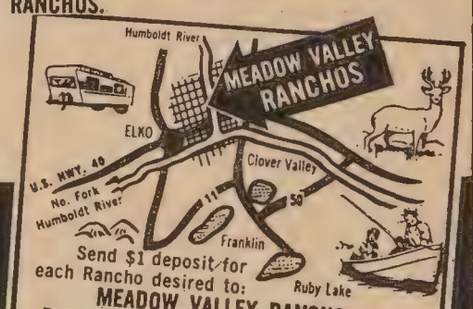

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Indicate No. of Ranchos ____ Total enclosed $____

HOBBY CLUB

conducted by Sy Reich

A PHOTO contest based on the theme, "Rail Fan Trips Through the Years," is sponsored by the Railroadians of America, in conjunction with an exhibit of trip flyers and other memorabilia of excursions since the late 1920's. Deadline for submitting pix is Sept. 15th; judging is tentatively set for Sept. 21st. Photos deemed worthy of display will be included in the exhibit, which will open Oct. 12th at the Museum of the New Jersey Historical Society in Newark, N.J., where the Railroadians maintain the railroad exhibit illustrated on page 60 of our May issue. All photos submitted must have been taken on specific fantrips; there will be categories for steam, electric (including trolley and rapid transit), and diesel. Books will be given as prizes. Prints may be either in black-&-white or color. Mail entries to William S. Webber, president, Railroadians of America, 80 Lakeview Ave., Leonia, N.J. 07605, who can supply further details.

Sy Reich

The Railroadians also seek to borrow old fantrip flyers and announcements, especially spectacular ones for the exhibit.

Setouts and Pickups

A major obstacle to progress of the National Museum of Transport, at St. Louis, was overcome on April 2nd when county court judge John J. Kelly, Jr., decreed the merger of the Museum of Transport with the Museum of Steam and Marine Engineering, thus ending more than two years of controversy over control of the former. Charles P. Stanley, MoT president, says the board of directors may now proceed with providing display buildings and other facilities on the 40-acre museum site, where until now exhibits have been crowded into only six acres. Both of the now-merged musuem associations have extensive collections of old transportation vehicles.

Railroad Station Historical Society issues a bi-monthly bulletin devoted to exchanging pictures and lore of depots down through the years. Dues are $1 per year, payable to the sec.-treas., Sanford C. Downs, 901 Dale Dr., Lincoln, Neb. 68510. The bulletin is edited by William F. Rapp, 430 Ivy Ave., Crete, Neb. 68333, who seeks data for publication.

Scene on slim-gage Cedar Point & Lake Erie at Cedar Point, Ohio, near Sandusky.
W. Terry Stuart, 272 Buckeye Drive, Berea, Ohio 44017

Railroad Lantern Collectors' Directory is now ready, advises F.F. Hauptman, 44 Hilltop Dr., West Hartford, Ct. 06107. (We had reported his address incorrectly.) Write to him.

Great Northern timetable collectors may be interested in a 12-page booklet of reproductions excerpted from old GN forms, including ads as well as schedules. Fifty cents per copy from Ed Gardner, 22 Garden Ave. Mountain Top, Pa. 18707.

Only mixed train in the U.S. which offers Pullman service is Chesapeake & Ohio 303, reports *Turntable Times*, new bulletin of NRHS Roanoke Chapter, edited by Dorr M. Tucker, Jr., 1012 Clearfield Rd. S.W., Roanoke, Va. 24015. Each morning the train leaves Clifton Forge, Va., at 6:15 for the resort area at Hot Springs. A heater-equipped GP-9 loco draws an 18-passenger combination car, a Pullman car from the *FFV* train from New York, and a caboose. Freight cars are added to the consist at Covington.

Chesapeake Division of the Railroad Enthusiasts, chartered last October, now has 15 members and seeks more. Serving the Baltimore-Washington, D.C., area, it holds monthly meetings and issues a monthly newsletter, *High Green*. Particulars may be had from the chairman, Victor J. Campbell, 13303 Adams Pl., Laurel, Md. 20810.

Commenting on Ed Wojtas's photo of former Lehigh Valley station, now a restaurant, in our May issue, Tom Chamberlain, 323 Cheming St., Sayre, Pa. 18840, says that the clock standing at the entrance was the town clock of Sayre for many years and stood on a main street across a park from a LV station, but was not a railroad clock. It adds interest to the restaurant.

Large list of equipment and lineside photos of Pennsylvania and N.Y. Central lines is available for 10¢ from W.T. Stuart of Penn-Central Studios (no connection with Penn Central Railroad), 272 Buckeye Dr., Berea, Ohio 44017.

Which U.S. railroads still maintain 4-track rights-of-way for considerable distances? Bill Closson, writing in the bulletin of the Harlem Valley Railroad Club, Chatham, N.Y., notes that CTC installation has permitted many lines to cut down multiple tracks to double- or single-track roads. New Haven RR. main line is still 4 tracks between New York and New Haven. So are Pennsy main line between Paoli, Pa., and Newark, N.J.; New York Central Harlem Division between Grand Central and Mount Vernon, N.Y., and most of Hudson Division as far north as Harmon. Illinois Central has 4-track operation in electrified territory, as have Long Island Rail Road and Reading. Who knows of others?

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Earnings Like These in Our Files!

Anthony Allen of Baltimore writes that he is now making $1080 a month. John Parzynski, a former plant guard, writes he has made $38 a day, working only part time. Bill Peck averaged $188 a day investigating hurricane claims. Oscar Silcox earns as much as $100 a day working as an independent investigator.

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Indiana Railway Museum, has acquired former New York Central wooden caboose 17565, which members will use for overnight accommodations at the museum, at Westport, Ind., Route 1. Fare for its 2½-mile round trip, $1; kids, 50¢.

List of unissued railroad stock certificates, mostly from before 1900, at prices ranged around the $5 mark, is available for 25¢ from Grahame Harley, Box 622, Carson City, Nev. 89701.

"I wish someone would put out a book of photos of oldtime freight cars," writes Harvey H. Hansen, 4370 Stewart Ave., Los Angeles, Calif. 90066. "It should interest a great many railfans and model-builders."

"Who can tell me if there are any books on trackless trolleys?" asks Lawrence Carter, 5706 York Rd., Richmond, Va. 23226.

Along the Steam Trail

California Western, operator of the famous "Skunk" railbuses and a "Super Skunk" steam loco, has added another steam engine, a saddle-tank Baldwin 2-6-6-2 built in 1937 for Weyerhaeuser Lumber Co. and purchased from subsequent owner, Rayonier, Inc. The new acquisition has 44" drivers, weighs 247,000 lbs, and is 80' long. It will be brought to CW home base at Fort Bragg, Calif. from Hoquiam, Wash. some time this year, and will become No. 46. After renovation, it will go into service accommodating additional passengers on the scenic redwood-country CW line. Meanwhile, the present "Super Skunk", 2-8-2 No. 45, is in regular week-end service.

Livonia, Avon & Lakeville, in upstate New York, has bought former Huntingdon & Broad Top Mt. 2-8-0 No. 38 from Dr. Stanley A. Groman, Syracuse, N.Y., present owner of the defunct Rail City at Sandy Pond, N.Y. The Consolidation will replace Mikado No. 17, out of service for heavy repairs. The Rail City venture was a display of historic and varied locos and cars of yesteryear but encountered difficulties which led to its demise. A buyer tried to make it over into an amusement park, ruining many old and irreplaceable pieces of rolling-stock in the process. Dr. Groman, who foreclosed on the amusement-park venture, also has put up former Bath & Hammondsport No. 11 for sale, reports Richard F. Palmer, P.O. Box 44, Utica, N.Y. 13503.

Revival of narrow-gage operation in Hawaii is planned by Arthur W. McKelvey, of Lahaina, Maui, who is building a 5½-mile line from the old whaling village of Lahaina to a new resort, Kaanapali Beach. McKelvey plans to operate a steam loco, two open cars, and a caboose on his Lahaina, Kaanapali & Pacific RR.; also to build an oldtime Hawaiian village and other historical attractions.

Remember when the Reading RR. was selling the 2100-series T-1 Northerns it had last used on the lamented *Iron Horse Rambles*? So much did a group of Akron, Ohio, enthusiasts think of these engines that they formed Steam Tours, Inc., for the purpose of buying a T-1 and operating main-line fantrips. They purchased No. 2102 for $18,000, leased a roundhouse from Penn Central for $400 per year, and spent much time and money refurbishing the engine. They now can steam it up and run it in and out of the roundhouse—but that's as far as they can go.

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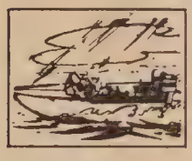

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efuse to let the big engine on their acks for fantrips. According to the *kron Beacon Journal,* Steam Tours resident William B. Benson has tried or months to persuade roads to permit fantrips, but to no avail. He has sked B&O, Erie-Lackawanna, N&W, enn Central, and Akron, Canton & oungstown. The companies, all of hich once operated steam power omparable to the T-1, just don't want be bothered with passenger excurons, and come up with excuses.

Ironically enough, the only road illing to run a steam trip has been e Reading, whence the loco came in e first place! But Steam Tours officers ant to run the trips in the Akron rea, rather than in eastern Pennsylania. Theodore Foster II, 2478 Worington Rd., Akron, Ohio 44313, conurs that Steam Tours and 2102 have st about reached the end of the track. e hope some management in the area ill realize the worthiness of its steam eritage, and relent.

Carroll Park & Western, an operting steam-museum line at Bloomsurg, Pa., has been used by Paramount Pictures recently for filming veral scenes in a new movie entitled *he Molly Maguires,* reports our own teve Maguire (no relation). After earching extensively, Paramount ound CP&W best suited its need for a pical line of the 1880's. The oldyle cars were repainted in Lehigh alley colors.

Great North Eastern Railroad Foundation, Inc. was formed in 1963 to acquire an Alco-built steamer for display and fantrips in the Schenectady, N.Y., area, home of American Locomotive Co. The Nacionales de Mexico 4-8-4 No. 3028 was obtained in 1966 and was placed on display last August in an enginehouse on the Altamont fair grounds, where members contribute work and material toward her maintenance. Cash donations are needed to clear up debts and to continue reconditioning the loco. Such contributions are tax-exempt and may be sent to the Foundation, Box 594, Schenectady, N.Y. 12301.

Many readers have asked for a book containing all the steam-loco rosters ver run in *Railroad Magazine.* Bob Vayner says such a book is to be his ext publication and should be ready his summer.

Commenting on Warren Stowman's ention of rebuilt Camelbacks in our pril issue, W. R. Osborne, 1019 S.E. 2th Ave., Deerfield Beach, Fla. 33441, rites: "The Baltimore & Ohio never ebuilt any Camelbacks as indicated in e list. Those rebuilt engines had end cabs. Excluding the early Winans 'camels,' the B&O had center-cab locos as follows: 5 of the 0-6-0 type; 153 of the 2-8-0 type; and two 4-4-0's. They never had any 4-4-2 or 4-6-2 Camelbacks. The lone 4-4-4 *Lady Baltimore* was built new. The only one of the four 4-6-4's ever converted from a 4-6-2 was an end-cab engine. If Mr. Stowman was still referring to Camelbacks in mentioning the Reading I-10sa-class 2-8-0 types rebuilt to 4-8-4's, this also is an error. The I-10sa locos were end-cab Consolidations, the boilers of which were incorporated into the construction of the T-1 Northern types."

A set of 4 color prints of early American steam locos reproduced from Ed Alexander's book, *Iron Horses,* is available without charge from Turco Products, Railroad Division, 24600 S. Main St., Wilmington, Calif. 90744. Included are the *George Washington* of 1836, the *Best Friend of Charleston* of 1830, the *Thomas Rogers* of 1860; and the *Champion* of 1882, all on 8x10" paper, with data sheets.

"A tremendous amount of new info. has come to my attention since my *U.S. Steam Locomotive Directory* was published," writes Victor Koenigsberg, Rte. 1, Box 140, Sheffield, Iowa 50475. "Some things are very difficult to check. Hence, I'm hoping readers of *Railroad Magazine* can supply data on the following, which I would like to list in future *Directory* supplements:

"An 0-6-0 stored inside a building at a coal mine northeast of Chanute, Kan.; an 0-4-0T stored in a junk yard at Sikeston, Mo.; an 0-4-0T lettered *Knoebels Groves* 99 on display, location unknown to me; an 0-4-0T (?) fenced and on display somewhere east of Auburn, N.Y.; a Porter 0-4-0T stored in an equipment yard between Allentown, Pa., and Bordentown, N.J.; an 0-4-0T (?) stored near the Santa Fe tracks at Coal City, Ill.; an 0-4-0T on display at a supermarket in or near Rockford, Ill., or Beloit, Wis., formerly owned by a Mr. Jones at West Allis, Wis., either a Porter or a Davenport; and a steam loco in a junk yard at South Beloit, Ill."

Southern Railway has repainted former East Tennessee & Western North Carolina 2-8-0 No. 207 in Southern style and has given her back her old Southern number, 630, reports Charles K. Marsh, Jr., 1533 Waverly Rd.,

(*Continued on page* 58)

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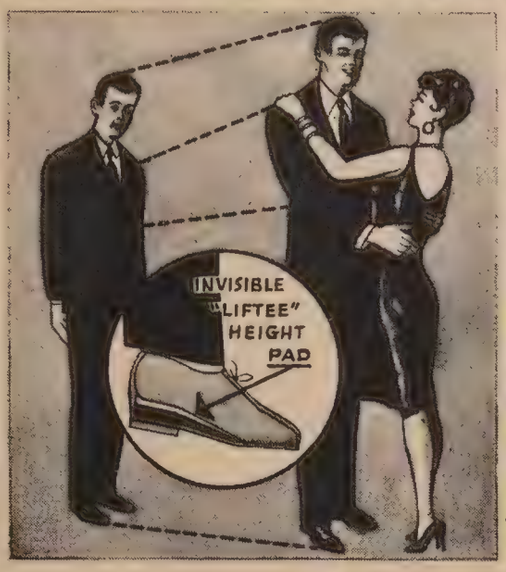

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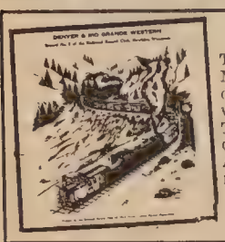

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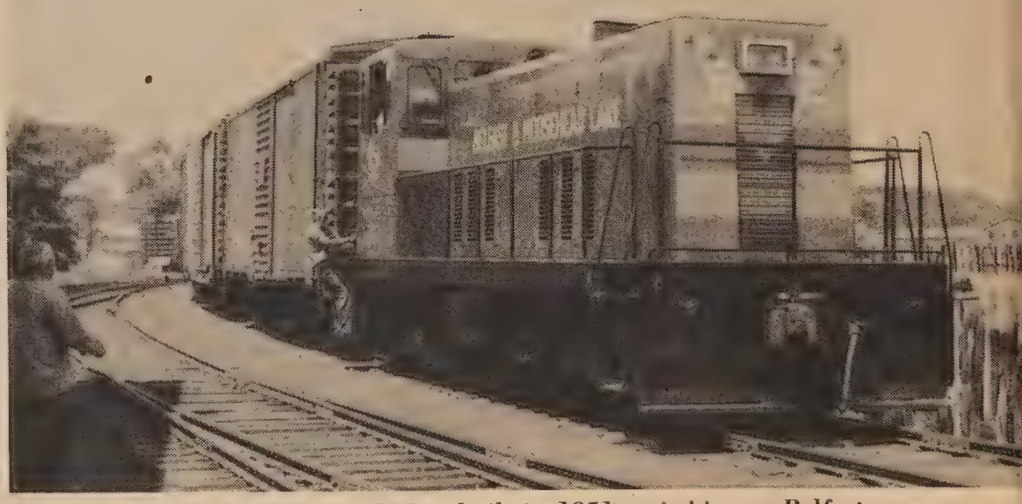
Belfast & Moosehead Lake 50, built by GE in 1946, on turntable at Belfast, Me.



B&ML 52, similar to 50 but built in 1951, switching at Belfast.

Notes on Maine Shortlines

Rosters are based on data from officers of AV, B&ML, PT, and Canadian National's chief of MP&CE, and are accurate as of first quarter, 1968. For the purpose of our rosters, a shortline is defined as a common carrier railroad listed in either the Official Guide or the Pocket List of Railroad Officials, or both, which has a route length of less than 400 miles. Locomotive builders: GE, General Electric Co.; Alco-GE, American Locomotive Co.—General Electric Co.; GM-EMD, General Motors—Electro Motive Div.; Alco, American Locomotive Co.; Alco Pr., Alco Products.

(1) All GT motive power is owned by and leased from Canadian National and is reported as Central of Vermont locomotives, although it is lettered GT.

(2) GT 3041-3042 were originally numbered 1861-1862; renumbered 3041-3042 in 1956. Transferred to CN 12/30/57.

(3) GT 4442-4450 were originally numbered 1768-1776; renumbered 4442-4450 in 1956.

(4) GT 4902-4906 were originally numbered 1777-1781; renumbered 4902-4906 in 1956.

(5) PT 1001 scrapped in 1961. PT 1002 scrapped in 1967.

(6) PT 1061-1062 were originally Delaware & Hudson 3041, 3045; then PT 1061-1062. Purchased in 1967.

(7) PT 1063 was originally D&H 3047, then PT 1063. Purchased in 1968.

(8) PT 1081 was sold to Maine Central, renumbered 581.

(9) PT 1082 was sold to MEC, renumbered 802.

(10) PT 1101 was originally Greater Portland Public Development Commission 661, then PT 1101. Purchased in 1958.

(11) PT 1001-1004, 1006, 1052-1053 are owned by MEC, leased to PT. ●

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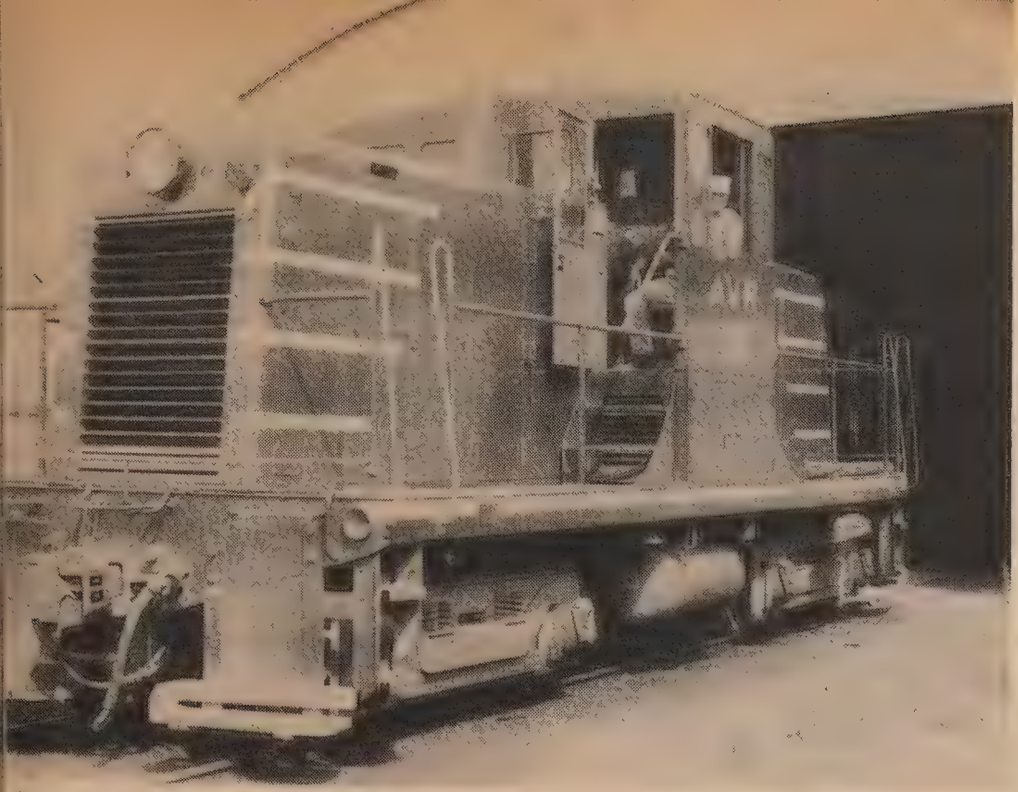

Aroostook Valley 12 (General Electric, 1949) at enginehouse, Presque Isle, Me.
All photographs by Sy Reich

SHORTLINES OF MAINE

Locomotive roster compiled by Sy Reich

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt.	Tractive Effort	Weight	Date	Notes
				Aroostook Valley Railroad					
—	10-11	380	GE	44-ton	B-B	26,800	88,000	1945	
—	12	400	GE	44-ton	B-B	26,800	88,000	1949	
				Belfast & Moosehead Lake Railroad					
—	50-51	600	GE	70-ton	B-B	41,300	137,600	1946	
—	52	600	GE	70-ton	B-B	41,300	137,600	1951	
				Grand Trunk Railroad					
MR-16d	3041-3042	1600	Alco-GE	RS-3	B-B	46,000	244,000	1954	1, 2
GR-17d	4442-4450	1750	GM-EMD	GP9	B-B	44,000	247,680	1956	1, 3
GR-17j	4558-4559	1750	GM-EMD	GP9	B-B	44,000	244,380	1957	1
GRG-17e	4902-4906	1750	GM-EMD	GP9	B-B	44,000	251,190	1956	1, 4
				Portland Terminal Company					
DS-2d	1001-1003	600	Alco	HH 600	B-B	50,000	197,300	1936	5, 11
DS-2d	1004	600	Alco	HH 600	B-B	50,000	197,800	1938	11
DS-3b	1005	660	Alco-GE	S1	B-B	49,125	196,500	1941	
DS-3b	1006	660	Alco-GE	S1	B-B	49,475	197,900	1945	11
DS-3b	1007-1008	660	Alco-GE	S1	B-B	49,475	197,900	1949	
DS-4b	1051	1000	Alco-GE	S2	B-B	57,750	231,000	1941	
DS-4b	1052	1000	Alco-GE	S2	B-B	57,750	231,000	1943	11
DS-4b	1053	1000	Alco-GE	S2	B-B	57,750	231,000	1947	11
DS-4b	1054	1000	Alco-GE	S2	B-B	57,750	231,000	1949	
DS-4b	1055-1058	1000	Alco-GE	S4	B-B	61,800	247,200	1950	
DS-4d	1061-1062	1000	Alco-GE	S4	B-B	57,670	231,320	1950	6
DS-4d	1063	1000	Alco-GE	S4	B-B	57,670	231,040	1950	7
DRS-3d	1081	1500	GM-EMD	GP7	B-B	61,650	246,600	1950	8
DRS-1f	1082	1800	Alco Pr.	RS-11	B-B	61,675	246,700	1956	9
DS-3b	1101	660	Alco-GE	S1	B-B	49,230	196,920	1950	10

Canadian National-owned Grand Trunk has this GP-9, shown at Portland, Me.

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• ABOUT THE AUTHOR •

Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak—sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it.

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(*Continued from page 55*)

Kingsport, Tenn. She has been lettered "Georgia Northern" for a SR subsidiary. She and ET&WNC 208 were both SR engines, sold to "Tweetsie" in 1952 and reclaimed by SR in a trade we reported in our April issue.

Southern 2-8-2 No. 4501 spent the winter at Stearns, Ky., where she was repaired for the 1968 excursion season. Savannah & Atlanta 750, orginally a Florida East Coast 4-6-2, is being overhauled at the old Pullman shop in Atlanta. The Atlanta & West Point No. 290 is stored on Southern property pending the outcome of litigation over her ownership. Thus, SR has hearkened to the profitable steam fantrip contingent. We congratulate president W. Graham Claytor Jr., himself a steam fan, for his benevolent attitude.

"The Wawa & Concordville, a steam tourist attraction," writes John E. Tucker, P.O. Box 44, Chester Heights, Pa. 19017, "operates on the Penn Central's Octoraro Division through a lease arrangement. Because the division still has some freight service, the steam operation is limited to week-ends. There is no way to turn the W&C train at either Wawa or Concordville, Pa., so it runs with an engine at either end. Last summer the larger of the two engines, a saddle-tank from Oregon, was put out of commission by burned bearings and the train had to be backed over its entire 3-mile run, the ancient switcher acquired from Philadelphia Navy Yard doing double duty. This season the operation is more smooth and there are even longer trips, 10 miles each way.

"The Octoraro Division was originally the Philadelphia, Baltimore & Washington Railroad (later PRR), with one of the nation's oldest roadbeds, but ended passenger service in 1947. In the latter years it used doodlebugs. I remember riding behind steam on that line as a boy."

British Steam record album, reviewed in Jan. issue, is sold in U.S. for $4.98 by British-American Trading Corp., 800 Harter Bank Bldg., Canton, Ohio 44702; in Canada for $5.98 by Canadian Music Sales, 58 Advance St., Toronto, Ont.

New Zealand Steam

"I have charge of more than 5,000 different color slides of New Zealand Railways, mostly steam," writes David Mill, a math and physics teacher at Kapiti College, Raumati Beach, Paraparaumu, New Zealand. "The best of them I have sorted into sets of 10 each under various headings for sale. While looking for magazines to write to, I found a copy of *Railroad* in a techni-

al bookshop. This country has two ailfan clubs: the Railway Enthusiasts ociety and the New Zealand Rail- ay & Locomotive Society, the latter oasting many branches. I belong to oth. They put out several monthly eriodicals and a quarterly, meet very month, sponsor fantrips, and run perating museums.

"No active steam power is left on North Island, on which I live; but outh Island has a lot of it, even a egular, steam-hauled, daylight express etween Christchurch and Inversargill, 69 miles. Following are the classes f New Zealand steamers: J and Ja 4-8-2); Kb (4-8-4), A and Ab (4-6-2), (2-6-2), Ba (4-8-0), and Ww and Ve (4-6-4 tank). The Ja's run expresses egularly. The Kb, J, and Ab classes aul special passenger trains and all reight. The newest class, Ja, were built 1954; the oldest, A, in 1906. The 's and Ba's were built as switchers nd the rest for mainline work. The b's, based at Christchurch, are equip- ed with boosters on their trailing- ruck bogies for use on heavy 2 per- ent grades. Upon request, I will send nyone a price list describing my slides."

Personal Mention

Although Jimmy Rodgers, the Singing Brakeman," died in 1933, his nusic keeps rolling on. It was starred t a gala show recently in a New ork hotel that marked the release of new RCA Victor record entitled *The Jimmie Rodgers Blues.* Some of is tunes were sung by Elton Britt. his event celebrated the 40th anniver- ary of the Southern Music Publishing o., which owns the Rodgers copy- ights.

The new record deals with the col- rful life of Rodgers, interpolated with ome lyrics. Born in Meridian, Miss., n 1897, he followed his father into ailroading. He turned to music while raking and he ground out scores of opular tunes about railroading before e died at 38. His records sold by the illions both during his lifetime and ince.

One of the relatively few women ctively interested in railroadiana is Mrs. Helen H. Williamson, 628 Belle- ille Ave., Brewton, Ala. 36426, wife f a retired Pullman conductor. She uns a coin shop and has on hand a nice stock of currency portraying rains, also currency issued by such oads as the Mississippi & Alabama, he Mississippi Central, and the New Orleans, Jackson & Great Northern," nd buys notes issued by railroads west f the Mississippi.

Meet Richard Ball and his wife, Maureen, steam enthusiasts living at 106 Woodland Rd., Sawston, Cambs., England. For some time Maureen was employed by British Railways with the works accountant at Stratford in the Eastern Region. Her duties included keeping track of the mileage of steam locomotives.

"I will spend the whole month of August on an auto trip throughout the Midwest and Southwest, photographing passenger trains," writes Jason A. Chadkin, 73-44 Austin St., Forest Hills, N.Y. City 11375. "I seek a railfan companion about my age (19) to share expenses. Who is interested?" (We wish the boys success on their tour and hope they will ride trains as well as photograph them. Railways derive much-needed income from *paying* passengers, not from trackside photographers.)

For info. on a railfan club for teenagers contact Norman Moran, Jr., 13 Sherman St., Norwich, Conn. 06360, or Miss Gail Downing, Box 220-B, RFD 1, Rte. 12, Jewett City, Conn. 06351. Enclose self-addressed stamped envelope. Besides new members, the group needs adult advisors. ●

Charles Coniff, 2706 20th St., W., Birmingham, Ala.

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Indian women at Yuma, Arizona, selling home-made art objects to passengers of a Southern Pacific train, the *Sunset Limited*, in 1952. Train is now called *Sunset*.
Photograph by H. L. Kelso

New ICC Policy?

A NEW, strong, and unusual proposal by Interstate Commerce Commission hearing examiner John S. Messer, if accepted by the ICC itself and not blocked by the courts, may soon be in effect and could slow the national trend toward abandonment of passenger trains. (See page 30.) The examiner recommended "certain minimal standards" for interstate service, saying: "Time has come when the Commission can no longer act like a county coroner. The urgent need is for preventive medicine."

His findings relate to a case in which he recommends that the ICC force Southern Pacific to improve service on its *Sunset*, the last direct passenger train between Los Angeles and New Orleans. Five states asked SP to improve the service, including restoration of diners and sleepers it took off in Feb. '66. They accuse SP of deliberately driving customers away as a prelude to asking ICC permission to discontinue the *Sunset*.

The case has raised the issue of whether or not the Commission has jurisdiction over the adequacy of a railroad's passenger service. (Traditionally, ICC acts only on petitions to drop trains.) Southern Pacific, denying plans to drop the *Sunset*, says that the Commission lacks the authority to delve into such matters.

Mr. Messer maintains it has the authority under the Interstate Commerce Act, and that SP violated the Act "by failing to provide sleeping-car facilities and appropriate eating accommodations for first-class passengers" and by levying "special service charges" without offering special services.

But the ICC man broadens his conclusions beyond the SP case. Dismissing contentions that the decline of intercity rail passenger traffic necessarily will continue, he says that "a considerable portion" of such traffic could be regained "if the defeatist attitude of the rail carriers could be overcome." The passenger decline, he argues, "has reached bedrock. Only the desperate and obstinate remain." Further decline could come only with more train discontinuances. He recommends that the ICC actively exercise its authority to require quality service such as:

(1) Trains traveling more than 250 miles must include some kind of meal service. (2) Trains operating between 10 p.m. and 8 a.m. must include "adequate" sleeping-car accommodations. (3) Passenger cars must have air-conditioning, heating, toilets, and drinking water. (4) Average speed of passenger runs must not be less than that of the carrier's most expedited freight train.

Because of extra costs entailed by such standards, he recommends that city governments buy local depot property from the carriers and maintain it "at public expense." ●

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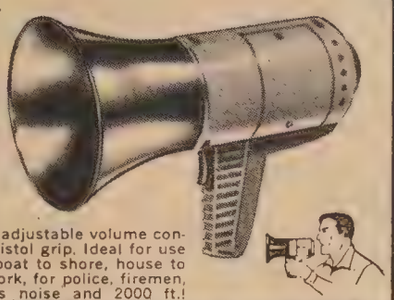

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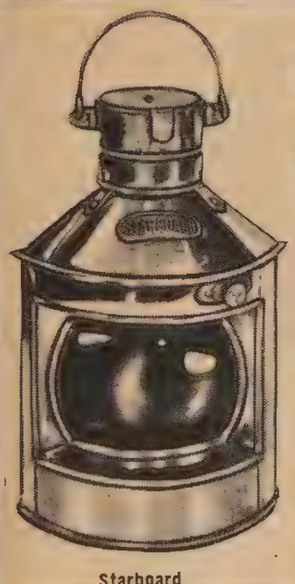

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A Pioneer Interurban Line

by Stephen D. Maguire

A trolley of the long-gone NS&M on rural Main Street in North Fairfield, Ohio.

THE SUCCESS of one of America's first interurban lines, built in 1893 from Sandusky to Norfolk, Ohio, led to the construction of two large interurban networks in northern Ohio: the Lake Shore Electric, along the south shore of Lake Erie, and the Cleveland & Southwestern, running out of Cleveland west to Norwalk and south to Wooster and Bucyrus. Both fast electric roads had several branches and at the turn of the century they ruled the field in providing passenger service in Ohio west of Cleveland.

With those traction giants doing well, it was logical that other potentially valuable passenger interurban lines should be planned for the general area. For example, the Sandusky, Norwalk & Mansfield Electric Railway was intended, as the promoters said, to connect Lake Erie with the Ohio River through an electric line to run from Sandusky to Mansfield, Columbus, and eventually Portsmouth, on the Ohio River. The plan was fine and grandiose. However, no one at the time knew whether or not the already-existing line from Sandusky to Norwalk could be bought from the Lake Shore Electric nor how track to Mansfield from Shelby, at the southern end of the original construction, could be acquired from the line there, to say nothing of many other miles of trackage south to the Ohio River.

Yet, the SN&M sold over $400,000 of stock to residents living along the right-of-way, mainly around North Fairfield, a town that was to house its power plant, barns, and main offices. At Norwalk the rails connected with both the Lake Shore Electric and the Cleveland & Southwestern, both of which in later years were to compete for the new line's favors. From Norwalk the SN&M ran south to North Fairfield, Steuben, Plymouth, and then to Shelby, where it connected with the Mansfield & Shelby interurban, later a division of Ohio Public Service Co. South of Steuben, a two-mile branch ran to Chicago Jct. (now known as Willard), where the Baltimore & Ohio had large shops and lines radiating in five directions. The SN&M never had a loop or wye, so cars running on a shuttle to the Junction had to back up the entire distance, all being single-enders.

From the first operation between Norwalk and Plymouth, starting July 4, 1905, to completion of the line to Shelby in 1907, a total of 30 miles, this road never had more than seven electric cars in all. Cars 1-5, built by Niles Co. in 1905, were painted olive green with a gray roof. There were also a freight motor, No. 43, and a work car, No. 41, dubbed the *Mary Ann*. The former was sold a couple years afterward. Its service was then taken over by motors of the LSE and the C&SW; both lines made them available to the SN&M, competing for this service.

The original promotion of a route from Sandusky, with boat connections over Lake Erie, to the Ohio River was squelched when LSE wouldn't sell its line from Norwalk to Sandusky, and the Mansfield-Shelby, line then under control of the Cleveland & Southwestern system, declined to sell out to the SN&M. The only accommodation those lines would give the SN&M was to allow a through car to run between Mansfield and Cedar Point, a popular amusement resort near Sandusky, during the hot summer of 1908. The lone trolley pulled out of Mansfield at 7:30 a.m., reached the Sandusky ferry wharf two hours later, and left at 6:45 p.m. This service lasted only one season.

Both the Lake Shore Electric and the Cleveland & Southwestern catered to the Sandusky, Norwalk & Mansfield, each hoping eventually to control it. Major repairs on the SN&M equipment were made by shops of the C&SW at Elyra and the LSE at Sandusky. At first the smaller line bought its electricity from the LSE, but by 1912 could not pay its power bills, so it filed for a receivership. Then the Chicago & Southwestern, suspecting that its competitor, the Lake Shore Electric, was about to take over the SN&M through the receivership, offered to sell the financially hard-pressed road the power needed for continued operation. Thereupon, C&SW ran feeder wires to the Sandusky, Norwalk & Mansfield and began supplying it with "juice."

The SN&M thus terminated its receivership, but in order to cut power costs it reduced service to one car each way every two hours. Around the time of World War I rising taxes and increased labor costs hit the company hard. Although it continued selling power to local consumers, it could make only token payments on its own electric bills.

On March 24, 1921, the Cleveland & Southwestern lost hope of buying the line that owed it so much money, and cut off all power, ending SN&M operation. Thereupon a group of North Fairfield business men bought the high line and got power from the Norwalk Municipal Electric Co. but had no plans for resuming SN&M operation. So local citizens along the route decided to keep the railway functioning even without electricity. They formed the Norwalk & Shelby Railroad and bought two gasoline-powered passenger cars from the Glover Car & Mfg. Co. of Elyria. These two had conventional couplers, so they could pull freight cars, and they ran on a three-hour headway for passengers. But being single-ended, they had to be turned around at Shelby on a wye, since the Big Four Railroad had pulled up the track which for a while connected with the Mansfield & Shelby.

Alas, the new venture was short-lived! In April, 1924, the company gave up its gas cars and abandoned its 30 miles of track, now wanted by neither the C&SW nor the LSE.

Two SN&M cars remained extant until the 1950's. They were sold to the Ohio Public Service Co., which used them for freight and maintenance service on the line from Toledo to Port Clinton and Marblehead, Ohio. SN&M car 4 became OPS car 90 while No. 5 became OPS car 50. Both were abandoned when the Toledo & Eastern, after taking over the OPS, quit in 1958.

Most of the foregoing details came from Max E. Wilcox, author of the *Cleveland, Southwestern & Columbus Ry.*, and Robert McDonald, of Norwalk, Ohio.

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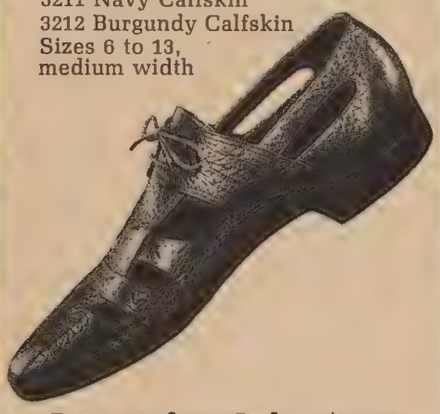

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As this issue hits the news-stands, our August issue is closed. All entries for the September issue should reach us by July 5th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

C.T.ANDREWS, 4231 S.W. 38th St., West Hollywood Fla. 33023, sells 4x5 and p.c. size pix of stations and steam of LV, RDG, CNJ, DL&W, L&NE, D&H, L&HR, NYC. (SSE).

JACK ARMSTRONG, 197 N. Summer St., Adams, Mass. 01220, sells 8x10 and 5x7 pix of NYC, PRR, CB&Q, PC, B&M, and shortlines. (SSE).

FRED ARONE, 377 Ashford, Dobbs Ferry, N.Y. 10522, buys and sells tts., switch keys, catalogs, passes, other railroadiana.

BOB BAKER, 20 Melfa Ave., CFB Petawawa, Ont., Canada, will sell CP steam loco bell.

BOB BAKER, Jr., RFD 2, Box 243, Brunswick, Maine 04011, buys western Alco action pix.

JESS BARBOUR, 325 Seneca Pl., Charlotte, N.C. 23210, will sell SOU steam whistle, SAL kerosene markers. Will buy bound vols. of Trains '40-'67.

CECIL BARRETT, 306 First St., Saskatoon, Sask., Canada, sells size 116 Canadian rr. pix; buys UCRS publications.

REX BEACH, Box 2, Randolph, Minn. 55065, sells M&SL annual reports, also M&SL, CGW tts., emp. tts., rulebooks, etc. (SSE).

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys any RPO cancellations, anything FEC. Trades B&ML, CNS&M tkts. Sells 8x10 pix from off. FEC negs.

WALT BROSCHART, 89-32 138th St., Jamaica, N.Y. 11435, buys pix, negs. of NY area trolleys, taken '20-'39. Sells rr., trolley tts., railroadiana. (SSE).

PETE CAESAR, 1044 Honseman N.E., Grand Rapids, Mich. 49503, sells pix of Midwest stations and trains (SSE).

WARREN CALLOWAY, Rte. 2, Box 308, Cary, N.C. 27511, buys, sells, trades 2¼x2¼ and 2¼x3¼ negs, of SAL, NS, SCL.

LEO CALOIA, 907 Adelante Ave., Los Angeles, Calif. 90042, sells negs. of steam, diesel, trolley; no list.

JIM CERVENANSKY, 3333 W. Ruskin St., Milwaukee, Wis. 53215, buys slides and pix C&NW between Monico, Wis., and Watersmeet, Mich.

H.E. CHELF, 1703 W. Tiffany Ct., Peoria, Ill. 61614, sells pre-1920 CB&Q steam pix.

W. CHRISTENSEN, 89-29 212 St., Queens Village, N.Y. 11427, trades LIRR railroadiana for emp. tts., calendars, rr. stationery, etc.

BOB CLEARY, 6244 S. McVicker St., Chicago, Ill. 60648, buys steam and trolley tts.

C. COOK, 4598 E. Oakwood Dr., Des Moines, Iowa 50317, will buy "Pictorial Supp. DSP&P," "Gilpin Tram," and "Argentine Central."

L.P. CUMMINGS, Jr., 129 Nevin St., Lancaster, Pa. 17603, buys action pix and 35mm slides of High Iron steam trips of 2/18 and 2/25/68 on PC, CNJ, LV.

CHRIS DABROWSKI, 905 Fairfield Ave., North Augusta, S.C. 29841, will buy DL&W, PRR, CNJ, B&O steam pix; also Erie 4025.

VINCENT DESANTIS, 196 Carbon St., Paterson, N.J. 07522, buys pix WB&E, info., pix of NYS&W Hanford branch, M&U.

RAY DESCHENES, 903 Mohawk Rd., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP. List 20¢. Buys, sells CN, CP, TH&B steam negs.

Rev. A.L. DOMINY, chaplain, Marine Corps Base, 29 Palms, Calif. 92278, wants rr. teaspoons, all roads. Has color pix of SP and Santa Fe diesels to trade or sell.

DON DOVER, 10890 Lemarie Dr., Cincinnati, Ohio 45241, publishes diesel news letter. Sample copy 12¢ in stamps.

JACK FESCO, 4309 Edenhurst Ave., Los Angeles, Calif. 90039, sells prints of headlights, dynamo, bell, whistle, cylinders, leading, trailing trucks, air compressor, safety valve, drivers.(SSE)

C.W. FISH, Rte. 2, E. Main Rd., Westfield, N.Y. 14787, will sell 2 axle travel trailers which look like cabooses. (SSE).

WM. FORDER, Box 283, North Bay, Ont., Canada, sells reproduction of $500 Jesse James reward poster put out by St. Louis Midland. (Price?)

WM. FRANTZ, 1905 S. Orange St., Sarasota, Fla. 33579, sells and buys rr. lamps, lanterns, globes, parts. (SSE).

ED FULCOMER, Box 1004, Canon City, Colo., will sell or trade 120 pre-1965 SP and 20 EJ&E diesel negs.

KEVIN GALLAGHER, 90-43 210 Pl., Queens Village, N.Y. 11428, trades PC, LIRR, NH tts. for West Coast, northern, or southern tts.

TED GAY, 6 Northview Dr., Morris Plains, N.J. 07950, sells many p.c. size negs. steam, also 35mm color slides, 8mm and 16mm movies of Canadian rrs. No list. (SSE).

AL GILCHER, 17 Lochland Rd., Valhalla, N.Y. 10595, sells or trades transfers. List, sample 10¢.

RICK GILLUM, 3201 Sandereek Rd., Decatur, Ill. 62521, will buy "Lincoln Lane Traction," good cond.

LIL GOODMAN, Box 17165, Chicago, Ill. 60617, sells dining-car silverware; list free.

DON GRANT, Box 5, San Luis Obispo, Calif. 93401, trades pass.-train consists. Buys pix of pass. equip., esp. MKT.

ROGER GRANT, 21 N. Greenwood St., Columbia, Mo. 65201, buys pre-1950 tts.

BOB GREENAWALT, 3643 Rosemead, Rosemead, Calif. 91770, buys or trades defunct rr. stock certs. and Poor's Manuals. (SSE).

D.E. GREENHOLZ, Box 21, Armonk, N.Y. 10504, buys pix and info. on PE in San Fernando Valley.

GARY GRAHL, 1452 Leland Ave., Bronx, N.Y. 10460, sells 3½x5 color pix PTC, PST, Boston, PSCT, TTC, SHRT, TARS, Pittsburgh, LA, SF Muni, etc.; list free, specify subject.

HUGH GUILLAUME, 1629 W. 13th St., Wichita, Kan. 67203, buys CI&S, CI&L, CP&STL, FJ&G, I&STL, VRR, VRY, TSTL&W lanterns, switch keys, etc.

DAVE HAMLEY, 121 LaCrosse St., Pittsburgh, Pa. 15218, buys or trades for BLW record 86A of 1925, 8" Baldwin bldr's. plate from gas-mech. locos.

DICK HANSCHKA, 81 Kenwood Circle, Bloomfield, Conn. 06002, trades eastern rr. pix for Cent. New Eng. pix or info.

GRAHAME HARDY, Box 622, Carson City, Nev. 80701, buys and sells railroadiana, Western items, etc. Big stock available; list 25¢.

JOHN HILTON, 4010 Highview Dr., Silver Spring, Md., sells railroadiana, hardware, books, pix. (SSE).

RODGER HOLMES, Box 124, Hudson Ill. 61748, sells tts., train orders, etc., of Ill. rrs. late 1800's to 1950's. (SSE).

FRANK HOOEY, 90 Penetang St., Barrie, Ont., Canada, sells 35mm slides of CN, CP, DN, Pennsy, or will trade for HO model equip. or action films.

JOHN HOSCHEK, Jr., 14 Shelton Ave., Trenton, N.J. 08618, wants info. on Twin Coach railbuses on MP.

AL HUDSON, 617 Sundale Dr., Birmingham, Ala. 35235, buys Birm. Elec. trolleyana, Ala. trolley negs., pix.

BILLY JOHNSON, 343 Simon Way, Oxnard, Calif. 93030, buys pix and negs. ATSF, UP, Ind. RR, GN, Pennsy, RF&P, CB&Q buses.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells old issues Railroad Magazine, Trains, etc. Buys collections of same, good cond.

JIM KNOOP, 29160 E. Jefferson, St. Clair Shores, Mich. 48081, will buy Suprey's "The Friendly Soo."

GERALD KOSCINSKI, 2514 Sunset Dr., Beloit, Wis. 53511, buys 35mm color slides, negs., pix, railroadiana of Soo, WC, DSS&A.

CASE KOWAL, 6615 S. Bell Ave., Chicago, Ill. 60636, sells old Colo. Mid. bond coupons. (SSE).

ANDREA KRISS, 1915 Barnett St., Rahway, N.J. 07065, will buy slides of Pennsy GG-1's 4913, 4906, 4871, 4888, 4847.

TOM LAWSON, 2533 Montevallo Rd., Birmingham, Ala. 35223, buys, sells, trades size 122 steam negs. of shortlines, indus. rrs. List 10¢.

KEVIN LEAHY, 411 S. Walnut St., Arlington Heights, Ill. 60005, buys C&NW tts., menus, travel folders, railroadiana, pix of Twin Cities 400.

BOB LORENZ, 1939 Whittaker Dr., Fremont, Ohio 43420, will buy any size neg. PRR turbine 6200.

SCOTT LUNDIE, 1936 Burlington Ave. N., St. Petersburg, Fla. 33713, buys kerosene rr. lanterns, rr. shaving mugs.

DON MAAG, 9730 Guehring Dr., St. Louis, Mo. 63123, trades transfers.

DICK MANSLEY, 7722 Loretto Ave., Philadelphia, Pa. 19111, will buy RDG, CNJ mags. 1932-'42. Will trade "History of RDG" for other rr. books.

IRVIN MAURER, 515½ E. Pierce St., Phoenix, Ariz. 85004, will sell large Wells Fargo buckle with embossed train, other railroadiana. (SSE).

DON MECKLEY, 311 Mill St., Conneaut, Ohio 44030, will sell 84 issues Railroad Magazine '46-'54, perf. cond. Make offer.

JIM MERRILL, 259 N.E. 51st St., Miami, Fla. 33137, will sell 350 rr. passes, 1852-'73, and bound Baldwin catalog.

AL MILLER, 211 Burchett, Glendale, Calif. 91203, sells railroadiana. (SSE).

ALDEN MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, buys back issues Railroad Magazine, RMC, Mdl. RRer.

GARY MILLER, 350 N. 103rd St., Seattle, Wash., sells emp. tts., tts., back issues Railroad Magazine, Trains, other railroadiana. (SSE).

HERMAN MOESSNER, RD 2, Factoryville, Pa. 18419, will buy loco bell with boiler-top mount.

JIM MOORE, 1105 Heretick Ave., Hopewell, Va. 23860, trades size 616 steam negs. Wants to contact owner of 116 size camera in Quebec city area.

STAN MYERS, 2218 N.W. 23rd Ave., Portland, Ore. 97210, will sell 72 photos and factory specs. of Baldwin locos, 1906-'39.

DAVE NESTLE, RD 2, Ray Rd., Greenwich, N.Y. 12834, sells wide variety of railroadiana. List 10¢.

S. ONDIC, 11928 127 St., Edmonton, Alta., Canada, will buy N&W rulebook.

KEN ONDRACEK, 2016 S. 7th St., Omaha, Neb. 68108, will trade "The Nickel Plate Road," old issues of Railroad Magazine, Off. Guides, tts., etc. for 8mm or super 8 rr. movies.

W.R. OSBORNE, 1019 S.E. 12th Ave., Deerfield Beach, Fla. 33441, sells p.c. size steam pix C&O, CNJ, SAL, NYC, RF&P, D&RGW, SP, UP, etc. (SSE).

JIM OZMENT, 7200 W. 3rd Pl., Denver, Colo. 80226, trades Colo. and St. Louis rr. pix for RPO cancellations.

JOE PIERSEN, 1180 Sherwood St., Highland Park, Ill. 60035, trades pix and dupl. slides of diesels.

PAUL PIETRAK, Box 76, North Boston, N.Y. 14110, sells copies of his "History of Buffalo & Susquehanna," $3.50 paperback, $5.50 hardbound, autographed.

DICK POSTON, 800 N. Stiles St., Linden, N.J. 07036, buys or trades for pre-1955 CNJ tts. and emp. tts.

GREG PULIS, 48 Church St., Ramsey, N.J. 07446, will trade 1943-'58 Mdl. RRer for pre-'50 Railroad Magazine. Trades for or buys 2-foot-gage pix, tts.

J.R. QUINN, Box 1044, Tillson, N.Y. 12486, sells size 616 negs. diesels and cabooses of eastern rrs. Trades for diesel negs., esp. Pennsy, NYC.

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys lanterns, rear-end markers, loco classification lamps, globes with rr. markings.

JOE SEAMAN, Hauton Rd., Hometown, Tamaqua, Pa. 18252, buys color pix and sildes of CNJ, RDG, LV pass. trains in Hazleton area in 1940's, '50's.

WAYNE SCHENK, 33 Weston St., Buffalo, N.Y. 14225, sells pix of rr. stations, other railroadiana; list 10¢.

DICK SCHMELING, 1801 S. 25th St., Lincoln, Neb. 68502, sells UP steam negs. (SSE).

F.W. SCHMIDT, 2802 E. 2nd Ave., Durango, Colo. 81301, sells or trades switch keys, etc.; buys Kansas items. (SSE).

AL SHERRY, 5445 Netherland Ave., Bronx, N.Y. 10471, sells or trades Off. Guides, 1925 to date; also negs., slides, roll signs, other railroadiana.

SHERMAN SHOOK, 160 Andover St., Wilkes-Barre, Pa. 18703, will send free rr. slide with EBT brochure. (SSE).

J.R. SMILEY, Jr., Box 1013, Danville, Va., sells 4 color pix of loco safety valve from song "Wreck of Old 97."

BOB SMITH, 2855 Kent Rd., Cuyahoga Falls, Ohio 44224, buys or trades for W&LE, WAB, Pitts. Term. switch keys, rulebooks, etc.

JOHN STEWART, Box 552, Toronto 1, Ont., Canada, will buy or trade T-1 erection drawings for Pullman PRR dwgs. SK-9045, 9048, 9096 showing 7" and 4½" letters used 1938-'41.

AL STOKES, 3958 S. Hill St., Los Angeles, Calif. 90037, sells 8x10 and p.c. size steam pix. (SSE).

WARREN STOWMAN, 2102 Eastburn Ave., Philadelphia, Pa. 19138, will buy or trade for pix RDG 0-8-0, class E-1c, 1429, 1430-1432.

FRANK SZABO, 5207 Edenhurst Rd., Lyndhurst, Ohio 44124, trades 3x5 trolley and interurban pix.

TED TAETSCH 14218 Garfield Ave., Lakewood, Ohio 44107, sells 3x5 pic of circus train on trolley line; also trolley pix. (SSE).

CURT TILLOTSON, Jr., College St., Oxford, N.C. 27565, buys 8x10 action pix SOU or N&W steam.

MIKE VAIUSO, Box 619, Schenectady, N.Y. 12301, will trade 8mm Cinelarger for size 616 negs., any rr.

RODGER VIZBAR, RFD 1, Franklin Center, Que. Canada, buys RUT, NYO&W, SJ&LC train orders, switch keys, or rr. stationery.

BOB WEBSTER, 1030 Southhill St., Kamloops, B.C., Canada, will sell 110' CN diesel and 40' CP diesel, also super 8 movies. Write for details.

JOHN WEIGHTMAN, 1316 Q St., Sacramento, Calif. 95814, sells back issues Railroad Magazine (SSE).

men's mart

All products shown here may be obtained directly from indicated sources. Send check or money order with your order. Manufacturer will refund full purchase price on prompt return of unused, non-personalized lines. This department is not composed of paid advertising.

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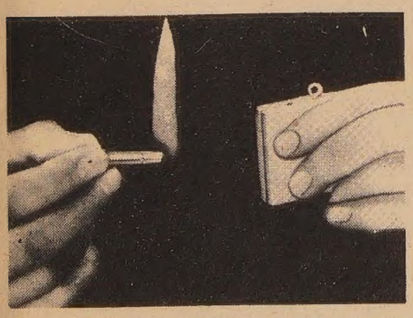

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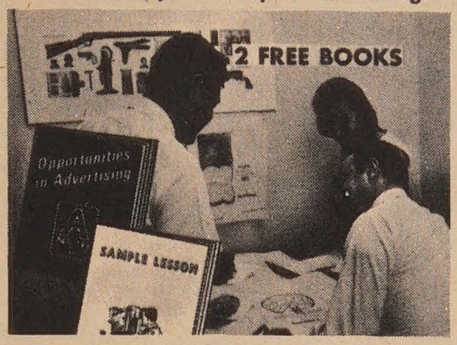

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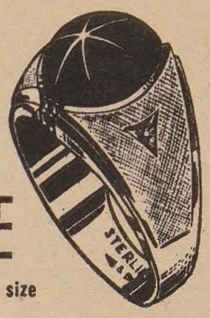

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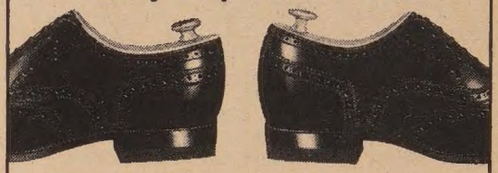

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Mrs. MARY WEYLAN, Box 6454, Cleveland, Ohio 44101, will sell books, "Denver, S. Pk. & Pacific," "Rails Around Gold Hill," "Switzerland Trail," and "Century of SP Locos."

T.G. WICKER, 317 Oakwood Ave., Sanford, N.C. 27330, buys ACL, SAL, and NS steam negs.

HELEN WILLIAMSON, 628 Belleville, Ave., Brewton, Ala. 34226, buys rr. currency, rr. medals, and horsecar tokens.

CHAS. WROBLESKI, Box 663, Scranton, Pa. 18501, buys L&WV orig. negs. and slides.

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J. 07032, buys colls. of railroad negs.

JIM DAVIES, 78 Warren Pl., Ridgewood, N.J. 07450, sells maps, folders, etc. of rr. supply industry, port authorities, and switching districts. (Large SSE).

LYNN DAVIS, Rte. 1, Box 208, LaFontaine, Ind. 46940, sells negs. (SSE). Wants any size negs. of NYC 3200-3203; PRR 2000-2027, 5750-5769; SAL 2700, 4500-4513; Tenn. Cent. 75-77.

WILLIE DAVIS, Box 400, Lynchburg, Ohio 45142, wants color sildes of ex-Wabash E units, pass. cars in N&W paint. Sells, trades slides of SR 4501. Answers all mail.

W.B. GOULD, 926 Woodgate Ave., Elberon, N.J. 07740, sells back issues of Off. Guide. (SSE).

E.J. HART, RR 1, Box 192, Cecil, Ohio, collects switch keys, esp. of abandoned lines.

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill. 60647, sells, trades orig. 35mm. Kodachrome slides of diesels in his area. No list. General collectors only, please.

WM. HOFFMAN II, 326 S. East Ave., Baltimore, Md. 21224, sells 5x7" photos. List of steam, 15¢. List of B&O and PRR diesels and PRR elecs., 10¢.

MIKE HOGAN, 15327 Dolphin St., Detroit, Mich. 48223, buys pix, slides of Wabash steam.

ROGER LINK, Box 3231, Altus Air Force Base, Okla. 73521, wants pix or slides of Santa Fe steam in action in Okla. and Texas.

PETE MASTERSON, 1066 Kains Ave., Albany, Calif. 94706, collects tts., new and old.

C.G. MOCKBEE, 1573 Bowman Ave., Dayton, Ohio 45409, buys pix, slides of PST, P&W; trades Dayton trolleybus 620-size negs. for PST negs.

H.G. NELSON, 210 Clara Ave., Peoria, Ill. 61614, selling out collection of size 116 steam negs. Also sells books; Railroad Magazine, 1955-'63. List, 10¢ and large SSE.

RICK SEFERIAN, 288 W. 92nd St., New York, N.Y. 10025, wants trackless trolley slides, photos; also any material on Aurora, Elgin & Fox River, and Conn. Co. in Norwalk, Conn.

A.R. SHADE, 9831 Aldridge Dr., Columbia Station, Ohio 44028, sells, trades CTA pix and b&w, (list A) elev. lines; (list B) surface lines. Either list with sample photo, 25¢. Both lists and 2 samples, 40¢.

Model Trading Post

BOB BAKER, 20 Melfa Ave., CFB Petawawa, Ont., Canada, will sell 4 HO gage painted CP brass locos. Make offers.

ALDEN MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, buys AF wide-gage deluxe access., catalogs.

ROBT. JONES, Rte. 2, Franklin, Ill. 62638, will sell Varney, Tyco HO eqpt.; send for details.

DON RODI, 79-16 149 St., Flushing, N.Y. 11367, will buy 3/54 and 1/57 issues RMC.

AL SLATER, 22 Viola, Cleveland, Ohio 44110, sells hand-made wooden pull-toy trains, incl. loco and cutout animal on flatcar. Both, $6.00 post paid.

JIM TANDY, Box 35, Carrollton, Ky. 41008, will buy Lionel 2623 Pullman, 2755 Sunoco tank, Pennsy 2757 caboose and 2758 auto car.

Pen Pals Wanted

Raymond Mercer (disabled railroader), Box 864-R, Gloversville, N.Y. 12078, corresponds world-wide with railfans and stamp collectors, mostly about railroadiana. Exchanges publications. Uses commemorative stamps on all mail.

Festus von Blon, 1208 Locust, Muskogee, Okla. 74401, wants biographical and genealogical data on German composer Franz von Blon; also list of his compositions, recordings of same.

Paul Willis, Woodcrest, Rifton, N.Y. 12471, likes to hear from those interested in trolley models and museums.

Kirby D. Williams, Rte. 1, Box 22, Louisa, Ky. 41230, wants to hear from collectors of stamps and picture postcards.

William Christensen, 89-29 212th St., Queens Village, N.Y. 11427, wants mail from Western and Canadian railfans.

Ellis Acker, Jr., 615 W. 40th St., Anniston, Ala. 36201 hopes to hear from steam loco fans.

Marcello Crescenzi, Via Francesco Caracciolo 30, Rome, 00192, Italy.

Bob Dunn (14), 24 Arrow St., Schenectady, N.Y. 12304, corresponds with people his age who collect tts., train orders.

John House, Grace City, N.D. 58445, wants to hear from collectors of old picture postcards, calling-cards.

Ronald G. Pamely, 38 Heyford Ave., Eastville, Bristol 5, England, a British Rys. diesel loco driver, wants to correspond with US, Canadian ry. employes.

Newt Oliver (15), 1602 W. 4th St., Winslow, Ariz., 86047, solicits correspondence about rrs., esp. in Southwest.

J.X. Dean, 4547 N. Ashland Ave., Chicago, Ill. 60640, went firing at age 15, became a boomer, has been CB&Q engineer since Aug. '43, is now in Aurora-Chicago commuter service. Wants to hear from other ex-boomers now active in engine service after 50 yrs. of railroading.

Cpl. Larry Isaac, 2242167, Hq. Plt., D Co., 5th Tank Bn., Camp Pendleton, Calif.

Bill Kern, Air Force Box 3286, Castle AFB, Calif. 95342.

PR-AN P.J. Lacy VA-93 FPO San Francisco, Calif. 96601.

Will H. Stanka, Box 102, Waynoka, Okla. 73860.

Dennis Smith (17), 703 B St., Fairbury, Neb. 68352.

Craig Ewing (15), 1017 D St., Fairbury, Neb. 68352.

Mark Kozan (14), Box 132, Salix, Pa.

Bob Sprout (18), and brother, Edwin (14), Rte. 3, Walker, W.Va. 26180.

Ruth Cunningham (15), Rte. 1, Box 28, Annapolis, Mo. 63620.

Elaine La Rive, Rte. 2, Box 271A, Lafayette, La. 70501.

S.H. Mattair, 313 E. Monroe St., Thomasville, Ga. 31792.

Pvt. Robert M. Vculek (20), RA67168295, Co. B, 3rd Bn., 1st BDEUSATC, 3rd Plt., Fort Lewis, Wash. 98433.

Nellie Keen (55), 1202½ Arthur St., Holdrege, Neb. 68949.

Norma Hoke (17), and sister, Jeanette (16), Rte. 2, Box 233A, Windber, Pa. 15963.

William J. Frascogna (59), 118 Rio Verde St., Daly City, Calif. 94014.

Kathy Hornsby (16), 1207 Lee St., Covington, Ky. 41011.

Mary Lynn Morgan (14), Rte. 1, Dodson, La. 71422.

James W. Edwards (45), 3012 Cedar, Mattoon, Ill. 61938.

Don L. Hart (49), 717 Charleston St., Mattoon, Ill. 61938.

Miss Terry Lents (15), Rte. 1, Clay City, Ill. 62824.

Nancy Carr (14), 8 Alanna Dr., Cold Spring, Ky. 41076.

Ken Holding, 99 W. 27th St., South Chicago Heights, Ill. 60411.

Mrs. Carol Evans, Rte. 1, Box 16-C, Dungannon, Va. 24245.

Estella Russell (22), Box 444, Mackinaw City, Mich. 49701.

Patricia Prescott, 223 Rochester Dr., Louisville, Ky. 40214.

Benjamin E. Summers (30), P.O. Box 96, Blairsden, Calif. 96103.

Julie Beene (15), Rte. 6, Box 41-A, Eldorado, Ark. 71730.

Ilda Mays (15), Box 71, Buffalo, W.Va. 25033.

Rufa Rizon (25), Lito's Dental Laboratory, Borromeo St., Cebu City, Philippines.

Sandy Wilson (14), 637 Church St., South Fork, Pa. 15956.

Susie Johnson (15), 522 "D" Ct., South Fork, Pa. 15956.

Sandy Harshberger (14), 677 Edensburg Rd., Summerhill, Pa. 15958.

Barry Seese (14), Box 157, Dunlo, Pa. 15930.

Wanda Goughnour (14), Box 390, Mineral Point, Pa. 15942. ●

LV Roster Information

We have received additional official data to supplement our Lehigh Valley roster (May '68). Of the series 510-529 the following units are still on the roster: 513, 519, 521, 525, 529. Of the series 560-574 these units are still on the roster: 562, 566, 568, 572, 574.

Gas-electric units 50-52 were sold Nov. 20, 1946, to Rochester Iron & Steel Co., presumably for scrap. Unit 60 (2nd) was sold to Canadian National on April 27, 1964, according to the LV, but CN claims it did not buy the unit. No. 75 was retired in Dec. '52; unit 76 was sold March 2, 1953, presumably for scrap.

These units were scrapped: 100, 103, 105, 108-109, 111, 116, 136, 152, 154, 157, 160, 163, 506-507, 536, 541, 543, 544, 603-604, 607-610, 612, 614. Nos. 101-102 were sold, presumably for scrap.

These were sold to Alco Products in trade for new power: 114, 139, 150, 153, 155-156, 158, 161-162, 510, 517, 520, 530-535, 537-540, 542, 545-549, 581-583, 585-588, 590, 592, 594. Presumably all were scrapped.

The following were sold to South Buffalo Ry.: 164-165, 159, 151 and renumbered 104-107 respectively. Units 500-505 were converted to 304-305, 300, 302, 303, 301 respectively. The following were sold to Precision Engineering and probably scrapped: 511-512, 514-516, 518, 522-524, 527, 560-561, 563-565, 567, 569-571.

The following were sold to PRR at Schenectady, presumably for trade in to Alco Products on new Pennsy power: 526, 528, 601-602, 613. The following were sold to Shulman: 605-606, and 611. ●

Coming Events

June 8: Reunion of San Antonio & Aransas Pass employes, Yoakum, Texas. Details from F. W. Ober, 3718 Drake, Houston, Texas 77005.

June 8-9: Rail Jamboree on Erie-Lackawanna. Sat., MU trip on all electric lines, incl. stopover at Morristown & Erie steam line for ride; dinner, speaker, movies Sat. eve.; Sun., excursion from Hoboken to Binghamton via old Erie main line, return via old Lackawanna main line. Details, fares from Railroad Enthusiasts, Inc., Box 71, Leonia, N.J.

June 9: Chicago rapid transit trip, using 4000 series old-style cars. Lv. Howard St. 9 a.m., covering subway, el, freight tracks, shops, yards, etc. Fare, $6 on train; kids $3. Tickets, details from Wisconsin Electric Ry. Historical Society, 3221 N. 81st St., Milwaukee, Wisc. 53222.

June 9: North Hills Travelers excursion on frt. only B&O lines, Pittsburgh to Parkersburg, W.Va., using Budd RDC's. Contact J. Edward Wally, 43 Grant Ave., Etna, Pittsburgh, Pa. 15223.

July 4-7: "Silverton Safari" via Western Pacific, D&RGW to Durango, incl. ride on Silverton narrow gage. Details from Arthur Lloyd, 974 Pleasant Hill Rd., Redwood City, Calif. 94061.

July 6: Steam excursion, Bellows Falls to Proctor, Vt., 155 miles behind ex-CPR No. 1200 on Green Mt. RR, Vermont Ry. Fare, $15 until June 15, then $16.50; students 9-16, $5 until June 15, then $6; children under 9 free. Incl. Steamtown and Proctor Marble Exhibit, chicken barbecue, photo run. Contact Rail Associates Corp., Box 406, Bellows Falls, Vt. 05101. Ticket deadline, July 2.

July 6-7: Electric Railroaders' Assoc. 34th Anniv. Convention, Toronto. Railroad, trolley fantrips, banquet. Contact ERA Trip & Convention Committee, 145 Greenwich St., New York, N.Y. 10006.

July 7: Steam trip on Jamaica Railway in West Indies, using 4-8-0 No. 54 from Kingston on Port Antonio line. Details from Hon. Secretary, Jamaica Ry. Society, 27 Waterloo Ave., Kingston 10, Jamaica, West Indies.

July 14: Trolley trip on Boston lines, sponsored by NRHS Lehigh Valley Chapter. Contact Gerhard Salomon, 530 Cleveland St., Allentown, Pa. 18103.

July 27-28: Diesel excursions in gondola cars, cabooses, in Maine. Sat., Bangor & Aroostook 100-mile round-trip, Northern Maine Jct. to Brownville Jct., with photo stop, tour of Derby shop. Adults $7, kids 5-12, $4.50; lunch, $1.50. Sun., 66-mile trip on Belfast & Moosehead Lake, Belfast to Burham Jct. & return. Photo stops, swimming, barbecue. Adults, $4, kids 5-12, $2; barbecue, $1.50. Tickets, details from Downeast Railroad Club, Box 285, Brunswick, Me. 04011.

July 28: North Hills Travelers excursion on frt., only B&O lines, Pittsburgh to Zanesville, Ohio, using Budd RDC's. Contact J. Edward Wally, 43 Grant Ave., Etna, Pittsburgh, Pa. 15223.

Aug. 1-3: Timetable Collectors' Convention at Ascot Motel, 1100 S. Michigan Ave., Chicago, Ill. Exhibits, swap sessions, auctions, movies, lectures. Contact Wm. L. Wagner, Nat. Assn. of Timetable Collectors, Box 842, Richmond, Ind. 47374.

Aug. 29-Sept. 2: Reunion of Midwest Old Settlers & Threshers Assn. at Mount Pleasant, Iowa. Daily cavalcades of old steam tractors and engines. Midwest Central narrow-gage steam train operation every day. Other attractions. Local accommodations available. Details, reservations from assn. secy. Herbert Hult, Rte. 5, Mount Pleasant, Iowa 52641.

Sept. 1: Doubleheaded steam round trip on Green Mountain RR., Bellows Falls to Summit, Vt. Short memorial service for F. Nelson Blount. Lv. Bellows Falls 1:30 p.m. Fare, $5.50; kids $2.75. Details from Steamtown Foundation, Box 71, Bellows Falls, Vt. 05101.

Sept. 20-22: Ontario Northland Ry. excursion, including steam power. Lv. CNR depot, Windsor, Ont., 5 p.m. Fri., in Pullman sleepers behind diesels; arr. North Bay, Sat. a.m.; ride in old coaches behind steam loco No. 137 on all-day 140-mile trip with many photo runs; return Sat. night by Pullman; arr. Windsor on Sun. p.m. Fare, $75. Details, tickets from Michigan RR. Club trip chairman, Richard Kellog, 3888 Hazelett, Pontiac, Mich. 48054.

Sept. 29: North Hills Travelers excursion on frt., only B&O and BR&P lines from Pittsburgh to DuBois and return, 20-coach train. Contact J. Edward Wally, 43 Grant Ave., Etna, Pittsburgh, Pa. 15223.

Green Mt. R.R. schedule, Bellows Falls, Vt.: May 30-June 16, Sat., Sun.; June 22-Labor Day, daily; Sept. 7-Oct. 27, Sat., Sun.; 11 a.m., 1:30 p.m., 3:30 p.m. Fare, $2.50; kids, $1.50. Admission to Steamtown Collection: adults, 75¢; kids 35¢.

Through Dec. 1: Steam runs out of Whippany, N.J. every Sat., Sun. hol. except Thanksgiving; 12-mile round trips, rain or shine. Museum, picnic area, refreshments, souvenirs. Contact Morris County Central RR. 80 Richard St., Parsippany, N.J. 07054. ●

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200	11.69	600	33.13
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